THE Bombay Gazette AND INDIAN DAILY NEWS.

No. 5,358, NEW SERIES.] BOMBAY: SATURDAY, AUGUST 23, 1862. [Annual Subscription in advance ...Rs. 52 Single Copy for Cash.....As. 4

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For Passage and Freight, apply at the Company's Office, Medow Street.

L. C. D'MENEZES,
Manager B. S. N. Company.
Bombay, 22nd August 1862.

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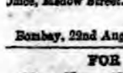

THE Calcutta and Burmah S. N. Company, Limited, will despatch the S. S. JOHNSTONE CASTLE, for the above port, with mails and passengers 12 hours after the arrival of the Overland Mail. For freight and passage, apply to

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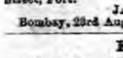
FOR SURAT AND GOGO.

THE new and fast sailing Screw Steamer TAPTEE, THOMAS ELLIS, Commander, recently arrived from England, has very superior accommodation for First Class Passengers, and will be despatched for the above ports on TUESDAY, the 26th instant.

For Freight of Goods, Specie, and Passengers, apply to the Manager, opposite to Kavakhana's Lane, Bazar Gate Street, Fort.

FOR SURAT.

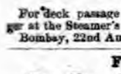


THE fast-sailing first Class Steam-ship MANCHESTER, C. W. MCDONALD, Commander, lately repaired extensively and efficiently in Her Majesty's Dockyard under the supervision of Government Officers; her Engines have been thoroughly repaired and refitted with a new Boiler, and has excellent accommodation for first Class Passengers, will leave for the above Port on TUESDAY, the 26th instant, at 1 P.M., positively.

For Freight and Passage, apply at the Office of Javerchund Atmaram Kaksparakwalla, Bazar Gate Street, Fort.

JAVERCHUND ATMARAM,
Bombay, 23rd August 1862. Manager.

FOR SURAT.



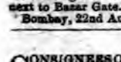
THE new and fast sailing Screw Steamer TELEGRAPH, Captain SHEPHERD, will be despatched to Surat on TUESDAY the 26th instant, at 4 P.M.

For First Class Passage apply to

Messrs. MANOCKJEE LIMJEE & Co.,
1, Rampart Row.

For deck passage and freight apply to the Manager at the Steamer's Office, Bazar Gate Street.
Bombay, 22nd August 1862.

FOR SURAT.



THE new and well-known steamer MOUNTSTUART ELPHINSTONE, R. TAUNTON, Commander, will start for the above Port, on MONDAY, the 25th instant, at 2 P.M.

For Freight or Passage, apply at the Steamer's Office, next to Bazar Gate.
Bombay, 22nd August 1862.

NOTICE.

CONSIGNEES OF GOODS per Ship *Rowantree*, from Liverpool, are requested to send off Boats for their Cargo without delay, failing which the same will be landed at the expense and risk of the Consignees, and the Captain will not be responsible for the condition of any Package after leaving the Ship's deck.

LYON BROTHERS & Co.,
Agents for the Owners and Captain of the Ship.
Bombay, 13th July 1862.

NOTICE.

CONSIGNEES OF CARGO per ship *Celestial Empire*, David Murray, Commander, from Liverpool are requested to send off boats for their respective goods as they come to hand, failing which, the same will be landed at their risk and expense. Captain D. Murray will not be responsible for the condition of any packages after they have left the ship's deck.

MEEWANJEE NUSSEREWANJEE,
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Bombay, 9th August 1862.

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Dated this 12th day of August 1862.

A. SANGSTER,
Solicitor to Dossabhoy Dadabhoy Nadursha.

ADVERTISEMENT.

NOTICE—My Brother, MR JAMES GAYNOR, will attend to the business carried on by me at No. 5, (not at No. 3, as of old) Forbes Street, during my temporary absence in England.

THOMAS GAYNOR.

14th July 1862.

N.B.—The New House is beautifully fitted up, and has Bath, Billiard, and Airy Bed-rooms.
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From 18 to 26 feet in length, and not less than 14 inches square.

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To the Shareholders of the Bombay Steam Navigation Company.

THE ADJOURNED GENERAL MEETING OF THE SHAREHOLDERS of the Bombay Steam Navigation Company will be held at the Company's Office, Medow Street, on WEDNESDAY, the 3rd of September next, at one o'clock P.M.

By order of the Directors,
L. C. D'MENEZES,
Manager B. S. N. Co.
Bombay, 21st August 1862.

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FOR A CHILD about four months' old, to proceed to England Overland by an early Steamer. Address "W.," Office of this paper.
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August 1862. HERBERT & Co.

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Lang, John.—The forger's wife		0 12
———Too much alike; or, the three calendars		0 12
———The Secret Police; or Fouche outdone.....		0 12
———Too clever by half; or, the Harroways		0 12
———My friend's wife; or, York you're wanted		0 12
———Remarkable Convicts; or, recollections of Botany Bay		1 8
Bede, C.—The further adventures of Mr. Verdant Green, an Oxford undergraduate		0 12
Jerdan, W.—Yankee humour and Uncle Sam's fun.....		0 12
Taylor, P. (Pupil of Jas. Teifer the celebrated Northumbrian horse-tamer.)—Teifer's system of horse-taming, and practical management of the horse		0 12
Warren, Mrs.—The economical cookery book; for housewives, cooks, &c		0 12
The Voice of beauty; or woman's life		0 12
Money: how to get, how to keep, and how to use it. A guide to fortune		0 12
Mayhew, H.—Letters left at the pastry cook's: being the clandestine correspondence between Kitty Clover at school and her "dear dear friend" in town. Illustrated by Phiz.....		0 12
Byron, Lord.—Eastern Tales		1 2
Feuillet, O.—The disguised nobleman (the Marquis D'Hauterive); or, the romance of a Poor Young Man		1 8
Fern, F.—Fern Leaves from Fanny's Portfolio. 1st and 2d series complete		1 8
Glascock, Captain, R. N.—Land Sharks and Sea Gulls		1 8
Fulton, S. W.—The King and the Countess; or, Lovers' Trials		1 8
Zana; or the Heiress of Clair Hall. By the author of "Fashion and Famine"		1 8
Hillyard, Dr. W. H.—Tales in the Cabin; or Nights on the Ocean		1 8
Railway and Parlour Song Book, containing the newest songs of the day		1 8
Wilson, J. C.—Jonathan Oldshirr; or, leaves from the diary of a commercial traveller.....		1 8
Balzac, H. de.—Daddy Goriot; or, unrequited affection		1 8
Smith, Albert.—Comic Tales and Pictures of Life		1 8
Addison, Lieut.-Colonel H. R.—Diary of a Judge; being trials of life compiled from the note book of a recently deceased Judge		1 8
Lover, S.—He would be a gentleman; or, treasure trove.....		1 8
Bird, Dr. R. M.—Nick of the woods; or, adventures of prairie life.....		1 8
Hillyard, W. H.—Recollections of a physician; or, episodes of life during thirty years' practice.		1 8
Wraxall, L.—Only a woman, a story of to-day.		1 8
Chamier, Captain, R. N.—The spitfire		1 8
Holt, T. L.—John Horseleydown; or, the confessions of a thief, written by himself		1 8
Experiences of a Gaol Chaplain; or, dark pages from life's volume		1 8
Martel, C.—The Detective's Note Book.....		1 8
Sala, G. A.—Make your game, or, the adventures of the stout gentleman, the slim gentleman, and the man with the iron chest. A narrative of the Rhine and thereabouts.....		1 8
Sedgwick, Miss.—Married or single?.....		1 8
The Ogilvies. By author of John Halifax gentleman		1 8
Gaskell, Mrs.—Mary Barton; a tale of Manchester life		1 8
Curling, Capt. H.—Love at first sight, and stories of the barrack and battle-field		1 8

28, Medow Street. CHESSON & WOODHALL.

NOTICE.—In consequence of the improvements of the Theatre not having been completed, the performance advertised on Saturday will take place on Wednesday the 27th August 1862.

THEATRE ROYAL,

GRANT ROAD.

SOLE LESSEE AND MANAGER—MR. H. P. GRATTAN
FIRST APPEARANCE THIS SEASON
OF
MISS E. P. GRATTAN.

MR. and MISS GRATTAN beg to inform the inhabitants of "Bombay" and its vicinity that the above Theatre will re-open on WEDNESDAY, 27th August 1862, with entirely new Scenery and Decorations.

The evening's Performance will commence with the admired Comedy in three Acts, entitled,

STILL WATERS RUN DEEP.
SPIDER DANCE.....MISS E. GRATTAN.

To conclude with the entirely new musical Burletta entitled, the

SWISS COTTAGE.
LIZETTE..... ..... MISS E. P. GRATTAN.
(With the following Songs:—Over the Sea, Cigars and Cognac, Shells of the Ocean.)
NATZ LECKE..... MR. H. P. GRATTAN.

Dress Circle .....Rs.	4	Stalls	Rs. 3
2nd do..... „	2	Pit ..... „	1

To commence at 8 o'clock P.M.

Tickets to be had at the *Bombay Gazette* Office and *Times of India*.

MESSRS. LAWSON & McKENZIE,

SHIP CHANDLERS, &c. &c.,
No. 6, MEDOW STREET, FORT

HAVE on hand Ship Chandlery of every description and of the very best qualities; also a large assortment of Oilman Stores at very reasonable rates.

NOTICE.

VEHAR WATER SUPPLY, Tinned Lead, or Composition Pipe laid down.
For lengths of over 100 feet.

½ Inch per foot	As.	12	
¾ „ „ „	„	14	

Meters not necessary for houses under Rs. 75 per month assessment.
Apply to
G. BURSTALL & Co.,
Chinchpoogly.

RAILWAY DEPARTMENT.

NOTIFICATION.—Up to the arrival in Bombay of the first regular Mail from England expected in September, the Government o Bombay will be prepared to receive proposals from parties willing to construct a Tramway, capable of being worked by locomotive power from the Port of Sudaseaghur in the Collectorate of North Canara to the Cotton districts of the Dharwar Collectorate. Further particulars may be ascertained at the Office of Her Majesty's Principal Secretary of State, Victoria Street, Westminster, by application addressed to the Under-Secretary of State, Railway Department, or at the Office of the Secretary to Government, Railway Department, Bombay.

By order, &c.,
J. B. PEILE,
Under-Secretary to Government.
Bombay Castle, 7th July 1862.

NOTICE.

WE respectfully beg to inform the European and Native Gentlemen of Bombay and Out-stations, that we have opened a Shoeing and Veterinary Establishment at No. 11, Race Course Road, opposite the Byculla Club House, and shall feel happy in affording treatment to all Horses and Dogs that may be entrusted to our care, with satisfaction to their owners.

Our fees shall be of us, will constantly be in attendance on the premises.

BOLTON & WELLS.
Bombay, 20th August 1862.

ST. ANDREW'S LIBRARY, BOMBAY.

THE ROMANCE OF OLD SCOTLAND.
POPULAR TALES OF THE WEST HIGHLANDS. By J. F. CAMPBELL. 4 vols. crown 8vo. cloth. Rs. 20.

These volumes complete a valuable, and novel work. They occupy the same field of labour as that so well filled by the Brothers Grimm, Dr. Dasent, Worsae, Sigurdhsson, and others, and by Lady Charlotte-Guest in her *Mabinogion*; but they break up comparatively new ground, by introducing the English reader to those popular stories of the Western Highlands and Islands, of which we have hitherto known but little.—*Literary Budget.*

Rampart Row. THACKER, VINING & Co.

THE PLAGUE OF FLIES.

EVERYBODY in Bombay should provide their table with covers for drinking glasses, &c. The present swarming of flies renders it necessary to guard against the pollution of one's food. The best kind of covers are those made expressly for HERBERT & Co., they can be had of several sizes and patterns. Drawings and prices sent free upon application.

HERBERT & Co.
2, Rampart Row, June 23rd 1862.

NEW BOILER FOR SALE.

AN Eight-horse Cornish Boiler, fitted with latest Improvements, Cast Iron Circular Front, Dead Plate and Underwork, two Safety Valves, Water Guage in Metal Frame, Steam Feed and Blow-off Pipes, fitted with Brass Cocks, Exhauster and Dribble Pipes, with one Patent Steam Indicator and Patent Smoke Consumer fitted to Boiler Front, complete, quite new.

*** The above may be seen at the *Bombay Gazette* Printing Office, Manockjee Pitty's Buildings, Colaba. Price may be ascertained at the Fort Office, 27, Apollo Street.

P

COMMERCIAL.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Saturday, 23rd August 1862.

Very little doing, pending arrival of China and English Mails.

EXCHANGE.

On what Place	Terms.	Rates.
London (Credits)	6 months' sight ...	2s. 09/16d.
Do. Documents ...	Do. do. ...	2s.11/16 ..
Do. Bank Rates ...	Do. do. ...	2s. 07/16d.
Calcutta	Sight	100¼
Madras	30 days' sight....	100.
China	60 do. do.	Rs. 225 per $100.

SHARES.

Names.	Paid up.	Last Half-yearly Dividend.	Rates.
	Rs.		
Bombay Bank	1,000	44 p. cent	92 with divd.
Madras Bank	1,000	4½ do.	74 do.
Agra Bank	500	7 do.	90 do.
Oriental Bank Corporation ...	250	8 do.	105 per cent.
Commercial Bank	500	3 do.	7 do.
Mercantile Bank	250	5 do.	10½ do.
Central Bank of W. India	150	2½ do.	19 Dis.
Great Indian Peninsula Railway Company, Consolidated Shares	218.3.0	2½ do.	Rs.8 Dis.
Do. New Shares	87.8.8	2½ do.	Rs. 10 do.
Bombay, Baroda, and Central India Railway.....	1,000	2½ do.	Nomi. [sh.
Hydraulic Press Company	4,000	350 p. sh.	Rs. 200 Dis. p.
Apollo Press Company ...	11,000	1,650 p. sh.	Rs. 22,000 p.sh.
Colaba Press Company	2,700	13 do.	Rs. 5,375 do.
Colaba Land Company ...	10,000	100 p. sh.	Rs. 14,500 do.
Esplanade Land Company	6,000	200 p. sh.	Rs. 3,700 do.
Bombay Steam Navigation Company	500	32 do.	[only. Rs. 125 per sh.
Byramjee and Wearing Co.	5,000	1,000 do.	Par.
Oriental Weaving and Spinning Company.....	2,500	[p. ann. 450 p. sh.	Rs. 450 prem.
Victoria Spinning Co.....	5,000	.....	Nominal.
Royal Spinning and Weaving Company ...	1500	.....	Rs. 225 Dis.
Great Eastern Spinning and Weaving Company	1,100	.....	Rs. 300 do.
Manockjee Pitty's Spinning and Weaving Co..	550	.....	Rs. 153 do.
Tarratie Mill Company...	4,000	.....	Nominal.
Bombay United Spinning Company.... ?	4,500	.....	do.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan	Nominal.
" Loan 1835-36	
" Loan 1842-43	} 94
" Loan 1854-55	
New Five Per Cent. Loan	104¾
Five and a Half Per Cent. Loan	113¾

PRICES OF BULLION, &c.

Sovereign, each	Rs. 10-4
Bank of England Notes	Nominal.
Spanish Dollars	Rs. 249 Nominal
Cacolus	" 200 do.
Mexican Dollars	" 222 do.
German Crowns	" 313 do.
Five Franc Pieces	" 205
Bar Silver	" 106¾
Gold Leaf	" 16-0

FREIGHTS.

Rates unchanged—Calcutta and back Rs. 32

To Liverpool (Cottton) ready ....£2 10s.	0d. to £3	0s. 0d.
" (Seeds)	6d. to £1	10s. 0d.
To London (Cotton) ready.....£2 0s.	0d. Nominal.	
" (Seeds).....£2 0s.	0d. to £2	2s. 6d.
To Hull	} No offers.	
To China		
To Clyde		
To Calcutta	Rs. 9 to 10 per ton.	

PRICES CURRENT (AUGUST 22ND, 1862.)

COTTON at Colaba :	Per candy.
New Broach, ready	Rs. 385 to 387
New Surat	" 387 to 388
New Dholleras, and Bloomagger	" 403 to 408
New Oomrawuttee	" 343 to 345
New Comptah	" 385 to 387
New Dharwar Sawginned	" 500 to 512
New Sanees, and Nuggur	" 367 to 375
New Vursul	" 353 to 355
Khandeish	" 357 to 360
New Pocatesee	" 355 to 360
New Acoote	" 388 to 392
New Mangalore	" 357 to 360
OPIUM—Malwa, Rs. 1,615 to 1,620.	
SEEDS—Linseed, Candeish....8s Rs.	7-4 per cwt.
Rapeseed, Guzerat..... "	8-2 to 8-4 nominal.
Gingelly mixed (Black and White)..... "	36 to 37 nominal.
Niger (Nominal) ... "	26 to 27

BANKS.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000, and not exceeding Rs. 50,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent per annum.
" Do. " 6 " " 5 " "
" Do. " 12 " " 6 " "

EXCHANGE.

Bills on London, at 6 months' sight 2s. 0d. per Rupee.

Ditto	at 4	ditto	1s. 11d.	do.
Ditto	at 3	ditto	1s. 11½d.	do.
Ditto	at 2	ditto	1s. 11¾d.	do.
Ditto	at 1	ditto	1s. 11¾d.	do.
Ditto	sight	ditto	1s. 11¾d.	do.

Drafts at 6 months' sight are not granted for less than £50, and amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by Sale, ½ per cent. commission charged, if the amounts be paid In India if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ¼ per cent. Commission.

Hours of business.....10 A.M. to 4 P.M.
Saturdays.....10 A.M. to 1 P.M.

EDWIN HEYCOCK,
Bombay, 22nd May 1862. Manager.

THE AGRA AND UNITED SERVICE BANK, LIMITED.

ESTABLISHED IN INDIA 1833.
Incorporated by Royal Charter.

HEAD OFFICE.....LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMBEYLA, SHANGHAI, HONG-KONG and KOLHAPOOR.
SUBSCRIBED CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £200,000 (TWENTY LAKS OF RUPEES.)

THE BOMBAY MANAGER of the AGRA AND U. S. BANK, LIMITED, is authorised to draw on the undermentioned Establishments :—

THE LONDON & WESTMINSTER BANK.
THE ROYAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK (IRELAND) (and Branches.)

THE BOMBAY BRANCH, makes advances on the pledge and post of Government Paper, and Loans are granted to Officers in the services on approved Security, and to Regiments for Regimental purposes.

The Bank grants Circular Notes negotiable in Egypt and the Continent of Europe. The following are the current rates of Exchange :—

On London at 6 months' sight..... 2s. 0d.
" 4 months' sight..... 1s. 11¾d.
" 3 months' sight..... 1s. 11¾d.
" 2 months' sight..... 1s. 11¾d.
" 1 month's sight..... 1s. 11¾d.
" On demand .....
On Scotland ..... } 1s. 11¾d.
On Ireland .....
Circular Notes..... 1s. 11¾d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsar, Hong-Kong, and Shanghai.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000 2 per cent. per annum.
2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.
3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.
4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances under Rs. 1,000 or over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Institutions as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being, subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Banks should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made o ½ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ½ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on London, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on taking a full description with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the manager of the Agra & U. S. Bank, Limited, or order, and the cases enclosing them should state distinctly the name of the parties to whom the Remittance is to be made (*if to a Lady her Christian name or names in full,*) and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registery of Promissory Notes of the several Loans of the Indian Government, and enfacement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, in the Treasuries of Calcutta and Madras, will be received for enashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address " *The Manager of the Agra and United Service Bank, Limited, Bombay,*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Kurrachee, (Mr. R. B. W. Chester, Manager,) for the transaction of business in all its Branches.

JOHN GARDNO,
Bombay, 20th May 1862. Manager.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants *Drafts on London*, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of *Europe*, at the following current rates of Exchange :—

On London, at 6 months' sight	2s. 0d.	per Rupee.
" 4 do.	1s. 11¾d.	"
" 3 do.	1s. 11¾d.	"
" 2 do.	1s. 11¾d.	"
" 1 do.	1s. 11¾d.	"
" On demand	1s. 11¾d.	"
On Scotland do.	1s. 11¾d.	"
On Ireland do.	1s. 11¾d.	"
Circular Notes for the use of Travellers on the Continent and to Europe, } Overland, at 1 day's sight..... }	1s. 11¾d.	"

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts..... 2 per cent.
On Deposits payable on demand, subject to a commission of ½ per cent. on amounts withdrawn 4 "
Deposits for 3 months ..... 4 "
Do. do. 6 do. ..... 5 "
Do. do. 12 do. ..... 6 "

No interest allowed on Current Account Balances under Rs. 1,000 on Deposits over Rs. 50,000, unless by special agreement.

No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms :—

If to be remitted in the Bank's Drafts, without charge.

If to be paid in India, a Commission will be charged of ½ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold, on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ½ per cent.

R. D. PREBLES,
Bombay, 1st May 1862. Acting Agent.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

EXCHANGE.

THE CORPORATION grant *Drafts* on London on Demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand ; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are :—

On London at 6 months' sight	2s.	0d.	per Rupee.
" 4 do.	1s.	11¾d.	do.
" 3 do.	1s.	11¾d.	do.
" 2 do.	1s.	11¾d.	do.
" 1 do.	1s.	11¾d.	do.
" on demand			
On Scotland do.	1s.	11¾d.	do.
On Ireland do.			

On Paris, at 3 days' sight ..... 1s. 11¾d. do.
Circular Notes payable throughout Europe 1s. 11¾d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on Demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchases or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms :—

Repayable on demand, in sums of Rs. 100 and upwards ..... 2 per ct. per annum.
Do. in one sum, at 3 months' notice ..... 3 " "
Do. do. 6 do. ..... 4 " "
Do. do. 12 do. ..... 5 " "

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail, free of charge.

Parties are requested to make all Orders or Hoondies payable to " *The Oriental Bank Corporation or Order,*" and to state distinctly the name and address of the person to whom the Remittance is to be made, *(if to a Lady, her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ½ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms :—

If to be remitted through the Corporation .....Without charge.
If to be paid in India, a Commission will be charged of ..... ½ per cent.
On returning Government Paper out of safe custody ..... ¼ per cent.

Hours of business..... 10 to 4 o'clock.
Saturday ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 1st May 1862.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.
Head Office—No. 20, Threadneedle St., London.
Paid up Capital—£644,000.
London Bankers. } The Bank of England. } The City Bank.
Branches and Agencies at
Bombay, Calcutta, Singapore, Hongkong, and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates, viz. :—

6 months' sight (not under £50) at 2s.	0d.	per Rupee.	
4 Do.	at 1s. 11¾d.	"	
3 Do.	at 1s. 11¾d.	"	
2 Do.	at 1s. 11¾d.	"	
1 Do.	at 1s. 11¾d.	"	
On demand (Head Office)	at 1s. 11¾d.	"	

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows :—

Repayable in one sum, at 3 months' notice, 4 per cent.
Do. 6 do. 5 "
Do. 12 do. 6 "

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China, or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ½ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ½ per cent. If the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

ANTHONY MORRISON,
May 2nd, 1862. Agent.

SHIPPING.

BOMBAY.

Arrivals.

DATE	SHIPS.	COMMANDERS.	FROM
Aug. 21	The Duke	Hawkins	Liverpool 25 April.
22	Talbot.....	Spencer	London 10 May.
23	Orissa (s)	Parish.....	Hongkong 28 July.

Port Clearances.

The following vessels obtained their port clearances yesterday :—

Ship *Sir Edward Perry*, Nazoda, bound to Calcutta
Ship *Bacton Castle*, B. Ginder, bound to Liverpool.

Commenced Loading.

The following vessels began to load yesterday :—

Steamer *Bosen*, for China.
Ship *Euphrates*, for Malabar Coast.
Ship *Hydres*, for Mauritius and Calcutta.

IMPORT MANIFESTS.

From China.

Steamer *Aratoon Apcar*.—38 cases Glass Bangles ; 1,348 cases Cassia ; 6 boxes Glass Beads ; 1,551 bags Supaca ; 3 cases Cigars ; 6 boxes Gold ; 2 boxes Umbrellas ; 29,315 packages Sugar Candy ; 4,869 bags Sugar ; 129 bags Sago ; 133 cases Silk ; 41 cases Silk Piece Goods ; 1 case Earthenware ; 2 boxes Treasures ; 20 cases Tusks ; 61 bags Pepper ; 2 boxes Fans ; 19 cases Nutmegs and Mace ; 5 boxes Copper Ware ; 3 cases Hats ; 15 boxes White Copper ; 15 packages Chairs ; 6 boxes Preserves ; 1 box Benjamin ; 547 pieces Brass ; 1 box Silverware ; 1 box Velvet ; 23 bundles Brass ; 1 box Oil ; 6 boxes Camphor ; 896 packages Tea ; 66 bundles old Copper ; 1 case Indigo ; 2 rolls Mats ; 11 cases Merchandise ; 1 parcel Pattoms ; 13 cases Sundries.

DAILY EXPORTS.

BOMBAY, FRIDAY, 22ND AUGUST 1862.

For London.

Defiance.—704 bundles Linseed, 352 cwt. ; 40 bundles Rapeseed, 20 cwt., W. Nicol and Co. ; 2 boxes Sundries, James Smith.

For Liverpool.

Childwickbury.—41 bales Cotton, 143½ cwt., Hurry Narron.

Goleonda.—100 bales Cotton, 350 cwt., Dinshaw Manockjee.

Lord Raglan.—100 bales Cotton, 350 cwt., Rustomjee Nowrojee ; 100 packages Cloves, 122½ cwt., Pusoo Jairaz ; 100 bales Cotton, 350 cwt., Nowrojee Ardaseer Dawer.

Mary Stenhouse.—210 bales Cotton, 735 cwt., Woomersy Mooljee ; 80 bales Cotton, 280 cwt., Dyall Hurry ; 60 bales Wool, 180 cwt., Dhunjee Bhimjee Canjee.

Queen of the West.—500 bales Cotton, 1,750 cwt., Merwanjee Framjee ; 250 bales Cotton, 812½ cwt., Khan Mohmed Hubib.

Harry Pudumsey.—250 bales Cotton, 875 cwt., Cursetjee Furdoonjee ; 360 bags Rape Seed, 540 cwt., Ramcrustna Souzba and Co. ; 150 bags Linseed, 225 cwt., A. Ramjee.

Negotiator.—500 bales Cotton, 1,750 cwt., Cursetjee Furdonjee ; 55 bales Wool, 165 cwt., Vussonjee Dewchund ; 200 packages Cloves, 244 cwt. 1 qr. 14 lbs., Pupoo Jairaz.

Rarcelyden.—300 bags Rape Seed, 450 cwt., Ramcrustna Souzba and Co.

Zouave.—116 bales Cotton, 406 cwt., W. Nicol & Co. ; 250 bales Cotton, 875 cwt., Dadabhoy Jamsetjee.

North Greame.—4 bales Cotton, 14 cwt., Khatesy Dhurumsy.

Contest.—754 bales Cotton, 264½ cwt., Gourdhundass Vulubdass ; 55 bales Wool, 165 cwt. W. & A. Graham and Co.

For Madras.

Steamer *Emeu.*—1 package Sundries, Hajee Absator Hajee Taleb.

For Galle.

Steamer *Emeu.*—2 packages Rosewater and Roots, Wallace and Co.

For Hongkong.

Steamer *Emeu.*—63 chests M. Opium, 140 lbs. each, David Sasoon and Co. ; 20 chests M. Opium, 140 lbs. E. J. Ebram.

For Calcutta.

Maria Gray.—480 bundles Brass Supaca, 570 cwt., Alladinbhoy Hubibbhoy ; 2 cases E. Colored P. Goods, 200 pieces, Kirparam Hermautram ; 1 box Papers ; 5 boxes China Brass Supaca, 6¼ cwt., Alladinbhoy Hubib.

VESSELS EXPECTED AT BOMBAY.

FROM LONDON.

400	Ark	March 18
731	Brandon, Cuthbertson ...	July 16
935	City of Carlisle, Pentreath.	
783	Clyde, Jourdain .....E. Bates & Co.	
1192	Colpatrick, Elmslie..... W. Nicol & Co.	
766	Coromandel, Thompson...	July 7
591	Caroline Agnes, Ovenstone.	
556	Duke of Northumberland, Brown.	
1047	Daniel Rankin, Rankin.	
825	Elcho, Philpot	
766	Empress of India, Thompson.R. Scovell & Co.	June 30
1057	Glentanar, Valin ..... Stewart, Latham & Co.	June 12
810	Gladroth, Shaw..... Grey & Co.	
	General Havelock, Spowart.	
1112	Her Majesty, Seymour	
1098	James Shaunh, Gallonar...W. & A. Graham & Co.	May 5
678	Lady McIntosh, Brunsill..John Tanner & Co.	
541	Naval Brigade, McEwen.. D. H. Cama & Co.	June 29
876	Queen of England, Oates. Ewart, Latham & Co.	
694	Robert Rhoda, Brough.....	
870	Sydney Eggers, Pitcairn.	June 15
932	Tybarnia, Cook	May 19
940	Wings of the Wind, Whyte. Forbes & Co.	May 15
1074	Windsor Castle, Pryce...Ritchie, Steuart & Co.	
	FROM LIVERPOOL.	
1133	Admiral Lyons, Thompson. Lyon Brothers.	June 25
1287	Annot Lyle, Shaw.....W. & A. Graham & Co.	June 18
700	Birkby, Purdy .....W. & A. Graham & Co.	June 11
1096	Charger, Smyth .....Rennie, Scovell & Co.	July 10
	Duke, Hawkins.	
1034	Elizabeth Fry, Sas .....W. & A. Graham & Co.	July 5
1134	Epaminondas.....	April 19
1342	Fanny Forsyth, Gillon—E. Bates & Co.	June 16
870	Fanny Mead, Pitcairn	
1393	Flying Venus, Withycombe—E. Bates & Co.	
1249	G. H. Holt, Robinson ...	May 17
974	Glen Monarch, Lewis ...Laurence & Co.	May 19
1264	Haruondales, Moran.....Ewart Latham & Co.	June 19
818	Helen Douglas, McDougall.	
1218	Howden, Verril.....Ritchie, Steuart & Co.	May 20
952	Indian Queen	
726	Jalawar, Webster .....Coupland & Co.	
1072	James Livesay, Brook ..J. P. Cornforth & Co.	May 26
1242	Labrador, Quinn ..(put back)—Peel, Cassels & Co.	
1194	Malakoff, Harris	
1075	Natalia, Macguire.....Ewart, Latham & Co.	
1081	Pelinarus, Tegan.....W. Nicol & Co.	
1098	Peerless, Fiovin.....	June 19
578	Ralston, Macfarlane .....W. & A. Graham & Co.	June 18
906	Rosalie, Williams ..... Lyon Brothers.	June 17
1191	Sillery, McAuley	May 19
866	Sea Horse, Banks .....J. P. Cornforth & Co.	June 30
1161	Talavera, Elair .....Coupland & Co.	
1320	Uncas, Bong .....Dirom Hunter & Co.	
	FROM LIVERPOOL VIA GALLE.	
1030	Albatross, Pollock	
1340	Amyor, Potts .....Ritchie, Steuart & Co.	June 14
1045	Palmerston, Wilson.....Ritchie, Steuart & Co.	June 2
	FROM LIVERPOOL VIA ADEN.	
1033	Aaron Browne, Rogers ...	March 15
1003	Azuline, Manson .....John Clover & Co.	Feb. 17
1331	Belgravia, Pentecost	May 17
859	Clarendon, Martin .....Ritchie, Steuart & Co.	
1118	Express, Kelly .....John Clover & Co.	April 21
810	James Jardine, Lermont..	April 24
	FROM NEWCASTLE.	
858	Bucephalus, Black	
	FROM CARDIFF.	
427	Enterprise, Haynes	
844	Lucy & Harriet.....	
689	Ville de Cherbourg.....	April 28
	FROM CARDIFF VIA GALLE.	
1059	Charles, Pollybank.....	
929	Missouri, Calhoun	Feb. 19
742	Speedwell, Willy	
	FROM SUNDERLAND.	
1117	Edmund Kaye .....S. Tyzbjee & Co.	May 27
	FROM SUNDERLAND VIA GALLE.	
1260	Earl of Elgin.	
	FROM SUNDERLAND VIA ADEN.	
869	Albert Edward, Mason...	April 30
860	Alipore .....W. Nicol & Co.	April 20
	FROM CLYDE.	
639	Caledonian, Memillan	June 28
917	Flower of the Forest White W. & A. Graham & Co.	May 16
930	General Neil, Clarke ...	June 27
462	Iao, Macfie	May 1
799	Lord Brougham, Herting.	
761	Sailor, Prince	
640	Sarah, Love	
	FROM CHINA.	
1060	Iskundershah	
	FROM ADEN.	
	Carnatic	
	FROM CALCUTTA.	
1311	Crusader.	
724	Duke of Wellington	July 4
577	Delhi.	
709	Gem of the Ocean (s).....Stern Hobart & Co.	
1312	Knight Errant.	
2075	Norway. (s)	
1031	Speedy Stranack.	
1455	Simla.	
1659	Tasmania.....	
1836	Victoria Bridge.....	July 19
	FROM KURRACHEE.	
704	Phoebe Dunbar .....Campbell, Mitchel & Co.	

BENGAL.

ARRIVALS.—August 11, Barque *Inspector*, (particulars not received.)

Particulars of Vessels previously announced.
Ship *Lalla Rookh*, Walker, from Colombo, 13th July.
Ship *Louisa*, Tillman, from London, 1st May.

MILITARY.

BOMBAY.

ARRIVALS.—AUGUST 22.

Boulton, Captain C. F., Staff Corps, on leave, from Poona.
Castill, Captain R. J., 4th Rifles, on duty, from Mhow.
Swindley, Major J., Inniskilling Dragoons, on duty, from Mhow.
Gayer, Lieut. J. A., A. D. C. to General Farrell, on duty, from Mhow.
Haesford, Captain W., 72nd Highlanders, on leave, from Mhow.
Simpson, Ensign R. P., 109th Foot, to join, from Mhow.

DEPARTURE.—AUGUST 22.

Holland, Major, Staff Corps, to rejoin, to Poona.

GARRISON ORDERS.

BY BRIGADIER J. LIDDELL, C. B.

Bombay, Friday, 22nd August 1862.

The 33rd Regt., the Officer for the Castle Guard to-morrow. The 18th Regt. N. I., the Adjutant for the day.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF.

Adjt. Genl.'s Office, Head Quarters, Poona, 21st Aug. 1862.

A European General Court Martial, composed as follows, will assemble at Belgaum, on a day to be fixed by the Brigadier Commanding at that station, for the trial of such prisoners as may be ordered to appear before it :—

President.—Lieut.-Colonel O. W. Schneider, 2nd Grenadier Regt. N. I.

Members.—Brigadier Adams, C.B., will nominate 14 Officers from the Belgaum Brigade to complete the Court, also an Officer to officiate as Judge Advocate to whom lists of evidences are to be sent.

All parties are to be duly warned, and they are hereby ordered to attend the Court.

NAVAL.

SQUADRON ORDERS.

BY CAPTAIN FRUSHARD, I. N.

Superintendent's Office, Bombay, 22nd August 1862.

The undermentioned officers Supernumeraries, of the *Ajdaha*, are permitted leave to proceed to England under the sanction of Government Resolution No. 387, of the 15th July 1862, and on the new Furlough Regulation.

Messrs. A. Fuller and J. Roper, Midshipmen.

Mr. F. Gifford, General No. 6465. 3rd class Carpenter Supernumerary of the *Ajdaha*, is hereby discharged the service at his own request.

In consequence of the *Semiramis*, being under repairs in Dock and afloat from the 11th May to the 19th June, and there being no accommodation on board the *Ajdaha* for the Engineers, they were permitted to reside on shore.

BENGAL.

Head Quarters, Simla, 2nd August 1862.

In continuation of the orders below indicated,* and with the sanction of Government, the Commander-in-Chief is pleased to announce that the heavy tools of Soldiers' worksheds, such as anvils, forges, standing vices &c., which are not carried with Regiments on the march, will be supplied at the expense of the State, and will, in like manner with the forms and tables allowed for the shoemaker's and tailor's shops, be considered as public property, and be on the same footing as all other Barrack furniture in respect to repair and renewal.

Head Quarters, Simla, 4th August 1862.

At a General Court Martial assembled at Lucknow, on the fourth (4th) day of July, 1862, Sepoy Ram Sing, No. 1709, of the Regiment of Loodianah, now the 15th Regiment Native Infantry, was arraigned on the following charge :—

Charge.—With having, on the 4th June 1857, being the day on which a mutiny took place among the Native Troops at Benares, deserted from his Regiment which was there stationed.

Finding.—The Court is of opinion that the Prisoner "Ram Sing," Sepoy No. 1709, of the Regiment of Loodianah, now the 15th Regiment of Native Infantry, is guilty of the charge preferred against him.

Sentence.—The Court does sentence the Prisoner, Sepoy Ram Sing, No. 1709, of the Regiment of Loodianah, now the 15th Regiment of Native Infantry, to suffer imprisonment with hard labor for the term of (2) two years.

AUSNA SING, Subadar,
38th Native Infantry,
President.

Lucknow, 4th July 1862.

"Approved and Confirmed."

HUGH ROSE, General,
Commander-in-Chief, in India.

Simla, 25th July 1862.

Recommendation by the Court.—The Court respectfully recommends the prisoner to the merciful consideration of His Excellency the Commander-in-Chief, on the grounds that, at the time of his desertion, he was only sixteen years' old ; had served only fourteen days ; had not been furnished with arms ; and had not been attested.

Remarks by His Excellency the Commander-in-Chief.—The prisoner has not accounted for his absence on desertion for nearly 5 years, comprising the whole period of the mutiny. He deserted from the Regiment at Benares in June 1857 ; part of which mutinied and deserted on that occasion.

He has, therefore, no claim to a mitigation of punishment.

By order of His Excellency the Commander-in-Chief,
E. B. JOHNSON, Lieut.-Colonel,
Offg. Adjutant General of the Army.

LETTERS TO THE EDITOR.

MEDIORA.

SIR,—Prison Discipline is a subject that has frequently been discussed by the Indian Press, but very little heed has hitherto been paid to the different suggestions put forth. Since the inauguration of the Local Legislative Councils, the subject has been prominently brought forward at Calcutta in the shape of a Bill for flogging, but the Session has been allowed to pass over without any definite conclusion having been arrived at. The Bombay Government has, however, taken action in the matter, and called upon the Commissioner of Police to report on the subject of an improved system for repressing crime in the Town and Island of Bombay. It is to be hoped that the other Presidencies will follow suit, so that we may soon have an improved Criminal Code for all India, for it is evident there is something radically wrong at present.

I have taken the liberty of putting together the following remarks, in the hope that they may be useful to our Legislators in framing something tangible for the effectual suppression of crime. It is out the outline of a feasible scheme, and which the varied experience of the Editors of the *Indian Journals* will enable them to treat more comprehensively than my humble pen can. But to my subject :—

The voluminous reports that are annually ushered into the world, of the extraordinary success that has attended one or all of our prisons in India, the quantity, quality and variety of work that is executed ; the zeal, industry and activity that have been displayed ; the order and discipline that have been preserved,—and a hundred other fanfaronades with which these State documents are embellished, are worthy of a better cause. Cannot all the work that is now done in most of our prisons be done by the industrial classes, and would it not redound more to the honour and credit of a great nation ? Looking at it in a moral point of view, it appears as if the different Presidencies of our Indian Empire were engaged in a race, as to which can shew the largest catalogue of crime, and the greatest industry in prison labour.

I will now endeavour to prove to you by incontrovertible facts that our Judicial system in India, which the experience of more than one hundred years should have brought to the very altitude of perfection, is still capable of very great improvement. Our prisons, (I do not allude to penal settlements, but those in which are confined criminals sentenced to short terms of imprisonment for petty offences) instead of being Reformatories or Penitentiaries, are cradles or rather hot-beds for the cultivation of almost every known vice, and a refuge for the indolent ; and the defective state of the laws for the suppression and punishment of crime,

we agreed in nothing but in opposition to our opponent:—to accept such aid would betray moral cowardice, inconsistency, and intellectual decrepitude.

That there are exceptions to all classifications as well as to all rules we readily admit, and rejoice to believe that there is an increasing number of natives who are tending towards clearer views and better tastes in this, as in several other respects. But progress may not be very rapid, and it may be accelerated or retarded by many circumstances. Imitativeness is a principal means of advancement. It is mere mimicry that renders people despicable and ridiculous. Like sheep, Carlyle says,—the mass of men follow their "bell-wether," and even in a library, the books most read are those sought after by one or more who may possess some character among the rest of the subscribers for literary taste and judgment. Primarily in many cases books are read from example, and if the example is a good one it must influence to an unknown extent all who follow it. How far would a general public library in Bombay affect the native tastes in this way? Such an institution has often a remarkable effect on a community; but on the contrary small libraries of cheap books (they are always the dearest in the end) got together by those possessed of a very limited knowledge of literature, are likely to be often deliterious. They diffuse one set of views on one set of subjects, and tend to encourage prejudice and narrowness.

In this little island, we often boast of our advancement, liberality, and enterprise in all that is civilized and enlightened; and our friends "over the way"—in the green plains of Bengal—won't believe us, because our coolies are allowed to go about the streets in a state nearly as stark naked as that of the Fingoes in Central Africa, and in other little trifling customs we differ from their old-fashioned fastidious habits. But we are sorry we cannot surpass them in the matter of a public library suited to supply the wants of all classes of readers and students, native and European. We have indeed a large library in the Town-hall of which some of us speak with conscious pride, and to which any railway or mercantile clerk or other reader may be admitted on payment of a fee of one hundred rupees per annum in advance. For this handsome subscription he may obtain access to a large library of old books many of them very valuable to certain classes of readers, and he may see a large number of recent publications—Magazines, Reviews, Novels, Poetry, Biography, &c., &c. as they are sold off by Mr. Mudie,—indeed a fair proportion of the best current literature, and little the worse for being second-hand,—for if it is not quite new there is all the more of it. A slow reader who wishes to master a book, and consequently would not read much more than one substantial volume in a month, will find it more profitable to purchase the books he wants even at Bombay retail prices, than to join where no provision is made but for the wealthy or the omnivorous book-worm. The Bombay Asiatic Society, in laying their library open to the public, make no distinctions: it is one rule for the millionaire and the clerk, the reader of all the latest received magazines, reviews and novels and the student who wishes to peruse such a book as Daubeny on Roman Husbandry. It is the custom and cannot be altered. It pays, and that is enough. To the student we might hope that a library like this under the sole control of the Asiatic Society would be invaluable,—that it would really be worth his while paying well to have access to its stores. In their projected arrangements with the Imperial Government, we hear of the Asiatic Society of Bengal stipulating for special conditions about their library, and it is natural to ask what sort of collection it is, and why it might not go to form part of a public library? From the catalogues, we may learn that it is very much smaller than that in the Town-hall of Bombay, and that it differs as much in character. If the European books in it are not more voluminous they cannot equal in bulk the collection of Sanscrit, Persian, Arabic, Chinese, and other books and manuscripts it contains. From a cursory glance, it seems to be supplied with copies of almost every attainable work of real value relating to the history, geography, languages, &c. of Asia,—from the earliest Greek writers to the latest publications of Rawlinson, Gold-stücker or Aufrecht. Of "standard English authors," there does not appear to be a volume in prose or verse, and the sciences are sparingly but judiciously represented. Anatomy, Botany, Zoology, Geology, Astronomy, &c., are represented by a few standard books such as Owen, Gould, Lyell, and Murchison's writings, and Hansen's Astronomical Tables. If to these we add the transactions of nearly every philosophical society in Europe—most of them from the commencement—and such indispensable periodicals as the Philosophical Magazine, we shall have a pretty fair idea of the Bengal Asiatic Society's Library, and of its value to a student in India. For want of a catalogue we scarcely know what is to be found on the Bombay Society's shelves, but we fear that, notwithstanding the rate of subscription is about treble that of the Bengal Society, the enquirer might search in vain for books like Assemann, Grimm's Deutsches Grammatik, Philostratus, Bowditch's Laplace, or perhaps even for the Philosophical Magazine and the later European publications relative to Oriental literature. This library then—the only one of any value in Bombay,—does not fulfil its object, nor afford what every large city ought to possess. Except in name, and perhaps in the high rate of the subscription, it is not properly an Asiatic Society's library, for it does not contain what such ought specially to possess, and unless it is to return to its original character the sooner it ignores the designation to which it has no longer an honest claim the better. Neither is it properly a public library, for it belongs to the Bombay Asiatic Society and not to the subscribers,—who are bound by the rules the former are pleased to impose. This would not be much of a hardship,—for the proprietors evidently consult the tastes of those who pay to a greater extent than could reasonably be expected,—but the condition of membership amounts almost to exclusion to a great number both of Natives and Europeans who ought rather to be encouraged to read by their wealthier Townsmen. This might be accomplished by gradating the rates of subscription according to the different characters of readers. The *heluones librorum* and swell readers who care for nought but "the last new thing" in the shape of periodical or novel, may reasonably be charged according to their requirements; but the superintendent artizan who wishes occasionally to see a back volume of the Mechanic's Magazine, or to peruse at his leisure Maculay's History, in fact, any one who would be content to be limited to a couple of volumes at a time, and that are not quite new, might surely be accommodated at less than half, or even than one-third of the higher rate of subscription. Were a library affording such facilities in existence in Bombay, we doubt not but it would be even more beneficial to the natives who would join it than to the Europeans who might take advantage of it. Space however does not permit us to enlarge on this farther at present. Are we to have Victoria Museums and other valuable institutions, but no good library really available to the public and worthy of our city? We want a Metcalfe Hall in Bombay.

OFFICIAL PAPERS.

REPORT FROM THE EXECUTIVE ENGINEER OF THE MHOW DIVISION, TO THE SUPERINTENDING ENGINEER, CENTRAL CIRCLE, CONTAINING ANNUAL REPORTS OF OPERATIONS.

PUBLIC WORKS' DEPARTMENT,
POONA, 26*th June* 1862.

TO THE CHIEF ENGINEER AT THE PRESIDENCY.

SIR,—I have the honor to forward a letter No. 624, dated 17th instant, from Captain G. J. Mellis, Executive Engineer, Mhow, containing annual report of the proceedings of the Public Works' Department, for the year 1861-62.

2. It is with great satisfaction that I have to point out that the expenditure has been, to a very large extent, upon buildings of a permanent kind, and that it has not been necessary to spend a very large sum upon temporary buildings.

3. The new Infantry barracks including married men's quarters, have been completed and are very excellent buildings and have been proved to be very healthy. The ground on which they are built is well elevated, naturally, and it has been levelled, drained and all irregularities filled in, principally by the company of Sappers and Miners. The natural advantages of the site having been improved by care and attention, the result has been the unusually good health of the inmates of the new barracks.

4. A hospital at Mehidpoor for the Native Infantry has been completed.

5. Of the works for the current year, the most important is barrack accommodation for the Dragoons, the barracks are to be built of the remaining iron material, and of the same plan and elevation as those of the Infantry. The sum of Rs. 1,50,000 has been allotted in the budget for 1862-63 for this work. A General Hospital for all arms is very much wanted, it is proposed to erect one, making use of the iron work that has been saved by a change in the ground plan of the new barracks, with a small quantity sent from Bombay in addition. There is no allotment for this work in the budget for 1862-63.

6. An important point in connection with the opening of the railroad at Khundwa, is the completion of the road from Mhow to Simrola ghaut, the road down the Simrola ghaut, must be made, the road from the bottom of the Simrola ghaut to the Nerbudda near Burwae, and from the south bank of the river to the point nearest the Khundwa must be widened and metalled, and a new portion of road made from Aseergurh road to the station of Khundwa. I do not know the exact position of the latter, but suppose that five or six miles will be sufficient.

7. I have every reason to be pleased with Captain Melli's services and he writes in favorable terms of Mr. Compton and of his establishment generally.—I have the honor, &c.,

GORE MUNBEE, Colonel,
Superintending Engineer.

Public Works' Department, Executive Engineer's Office, MHOW, 17*th June* 1862.

To the Superintending Engineer, Central Circle, Poona.

SIR,—I have the honor to submit the annual report on the Mhow division, Public Works' Department, for the year 1861-62.

The charge has been reduced by the transfer of all civil buildings, of the division excepting those at Indore to the agent Governor General Central India and by the re-transfer of the station school to the Political Agent in Bhopal. The expenditure for the past year as amounted to Rs. 2,40,759, of which Rs. 1,73,114 have been on works of a permanent nature, and Rs. 67,645 on temporary buildings and repairs, and paid salaries. No works of a directly remunerative nature have been undertaken, and the cost of the office establishment has amounted to 12 per cent. on the total expenditure, it however might have controlled a far larger expenditure and works than has been permitted during the past year. The work most emergently needed in this division is the completion of the Mhow and Simrole road. The opening of the railway to Khundwa will direct the traffic of Central India to the Simrole ghaut, the postal communication with Mhow and Agra will also take this line which in its present condition is wholly impassable for wheeled-conveyances during the monsoon.

The only work of any great importance undertaken during the past year has been the completion of the new Infantry barracks at Mhow, the building were sufficiently finished to allow the 72nd regiment to go into them in October 1861, and they are now wholly so, having been little more than two years in building in spite of the restriction on expenditure which greatly delayed the work. I fully described the barracks in my report for 1860-61, and I have now nothing to add except that the final bill contains the following items of expenditure which were not included in the sanctioned estimate, and that the cost of the extra work has been defrayed from a saving on the estimated rates. The expenditure amounted to Rs. 23,276. The total cost of the barracks has amounted to Rs. 4,20,941, exclusive of the iron fencing and for the upper roofs of the buildings.

It is interesting to compare the mortality and sickness of the regiment in the new barracks with what it was in the temporary barracks. From the 1st October 1860 to 1st April 1861, the regiment was in temporary barracks and it lost 11 men from an average strenght of 763 rank and file, and it had an average of 43 sick daily, from the 1st October 1861 to 1st April 1862 the corps was in the new barracks with an increased average of 832, and during this period there have been only 3 deaths, and the daily average of sick in hospital only 40. It does not however require these facts to prove the advantage of erecting good barracks for soldiers.

Telegraphic wire was substituted for bolters in the roofs of some of the barracks, which has been found much cheaper and durable, combined with a more elegant appearance. This material may be bought very cheap as there is a great deal of it to be obtained from the Railway Company.

A new Infantry barrack has been completed at Maidpoor and a new roof to St. Ann's church at Indore.

A brief account is then given of the Barwai iron works which were commenced by Major Keatinge, who also arranged the whole of the machinery. All is being done that can be to insure their success, and it is expected that they will be of no small advantage to the country. Dr. Oldham, the Superintendent Geological Survey of India, reports very favorably of the specimens submitted to him.

Captain Mellis says, that he has met with every assistance from the member of his establishment.

(Signed) G. J. MELLIS, Captain,
Executive Engineer, Mhow.

Resolution of Government on the above.

The Honorable the Governor in Council observes that the report is succinct and clear. Some portion of Captain Mellis's undoubted success is due to the concentration of the works, but much is due to his personal character.

MEASURES FOR FACILITATING THE EXPORT OF COTTON.

Extract from the proceedings of the Government of Bombay in the Revenue Department, dated 16th August 1862.

Read the following papers:—

Letter from Mr. B. H. Ellis, Revenue Commissioner, N. D., to the Honorable A. D. Robertson, Acting Chief Secretary to Government, dated 14th April 1862, No. 584.

Under date the 15th March 1861, No. 1215, you referred, for any suggestions my predecessor might have to make, the Resolution of the Government of India, of the 20th of February, directing that measures should be taken to facilitate the export of the next season's cotton crop.

2. A copy of the Resolution was forwarded to the Collectors* of the Cotton producing Districts in this Division, and I have now the honor to annex copies of the reports of the several Officers.

3. Mr. Ashburner has made a suggestion for the construction at the Ports of Guzerat of rough jetties of logs of wood, which are found to answer on the Mississippi. His suggestion may be referred to the Public Works' Department, but I doubt the correctness of the supposed analogy between the Mississippi floods and the monsoon storms in the Gulf of Cambay.

4. Steamers adapted to ply at the commencement of the monsoon must be large and expensive vessels, which would have nothing to do on the line at other seasons, and it seems to me that the cotton which cannot be shipped until May will generally find an outlet by the rail rather than by steamers. But as there can be no doubt of the great difficulties now attending the shipment of cotton, even during the fair season owing to the want of wharves and jetties, Mr. Ashburner's plan is worth trying, if it be thought feasible in an engineering point of view.

5. Mr. Pratt having offered suggestions of local utility, the Collector was asked what had been done in regard to some of them. This elicited from Mr. Rogers the reply of which a copy is appended. Mr. Mansfield approved of Mr. Rogers' suggestions, and circulated them to the other Collectorates.

6. The course best adapted to attain the object of the Resolution of the Supreme Government appears to have been taken by Mr. Bellasis, the late Collector of Surat, who commenced marking out straight lines of road, and thus took the first step in the right direction for the improvement of the communications of the Collectorate under his charge.

7. In a memorandum lately recorded in the Public Works, Department, Colonel Turner has explained the successive stages by which roads should be formed. His observations appear to me to indicate clearly the course that should be adopted with a view to give increased facilities of transport, not only in the cotton producing but in all Districts, and I would suggest that a copy be circulated to Collectors for their guidance.

Dated 18th March 1862. Extract paragraph 12 appended for facility of reference.

8. It is proposed by Government to employ specially three Engineering Officers in Guzerat to assist the Collectors in clearing lines of road and constructing bridges. But even in Districts which will not receive the benefit of the proposed special appointments, the Collectors may be directed to avail themselves of the assistance of the local Engineer Officers, and probably the Public Works' Department will be able in such districts to strengthen the subordinate staff of the Executive Engineers. With this aid the Collectors should mark out lines of road from every village of importance to meet the main road, and to the railway stations and principal ports.

9. The completion of a net work of district roads throughout the country is a necessary supplement to railroads, and is, I venture to submit, the most efficacious mode by which Government can facilitate the export of the cotton crops of the interior.

* Mr. Ashburner, Collector of Ahmedabad's letter No 625, dated 17th August 1861.
Mr. Pratt, Third Assistant Collector, Surat's letter No. 9, dated 24th April 1861.
Mr. Rogers, Collector of Surat's letter No. 185, dated 19th February 1862.

Letter from Mr. L. R. Ashburner, Acting Collector of Ahmedabad, to Mr. J. R. Morgan, Acting Revenue Commissioner, N. D., dated 17th August 1861, No. 625.

With reference to the correspondence which has taken place on the subject of increasing the production of cotton, and improving the roads communicating with the port of shipment, forwarded with your endorsement No. 557, dated 13th March 1861, I have the honor to observe that the sum of Rupees 50 per mile which had been sanctioned for the roads in Guzerat will enable me on the opening of the season to do all that is necessary to enable any quantity of cotton to be forwarded at the rate of 2½ or 3 miles per hour, which is stated in the Governor General's Resolution of February 28th, 1861, to be the best means of aiding the export of the next year's crop.

2. Much has been said about the absence of roads as an obstacle to an increasing supply of cotton, and in the Deccan, Berar, and Nagpore, it cannot be denied that the bad roads and the great distance from the Coast do limit the supply, but in Guzerat, where the greater part of the cotton is produced within 40 or 50 miles from the Coast, and the roads are never so bad that country carts cannot travel at the rate of two or three miles an hour, the roads have never been any serious impediment to the export of cotton.

3. An increase of shipping adapted to the Gulf of Cambay is of far greater importance to the object in view than improved roads. The cotton crop is often not picked till late in March, and early in May the south-west winds begins to blow up the Gulf of Cambay with such violence that it is with the greatest difficulty native boats can get out of port. Freight to Bombay is then so high that it pays the merchant better to keep his cotton till after the monsoon, when freights are low, than to forward it to Bombay at a great risk and high freights. If steamers such as those which carry cotton on the American rivers were employed, the greater part of the Guzerat crop would reach Bombay previous to the monsoon: all that is necessary is to build rude jetties at the port along side which the steamers could lay while loading. An expensive wharf is not necessary: the rough jetty made of pine logs, bolted together with wooden pegs, answers all the purpose of a wharf on the Mississippi river, where the floods are quite as formidable as any we have to contend with here. If they are occasionally damaged during the monsoon they are easily repaired by any village carpenter, and in the mean time they have done their work; and if a small toll were levied, they would pay these expenses. The same kind of jetties are seen on the river St. Lawrence, where they have to stand the immense pressure of the breaking up of the ice in the spring, but they are found to answer perfectly.

4. It may be said that the railway will carry all the cotton to Bombay and native boats be no longer employed: if the present high price of cotton continues, a good deal of it will no doubt be forwarded by rail at the end of the season, when freights and insurances are high, but the present high price of cotton cannot last long. When the American civil war is over Indian cotton must not only fall, but when the market begins to be affected by the supplies of cotton from sources which the present crisis is producing, it must fall lower than the lowest it has been hitherto. Cotton will then not pay for expensive land carriage, and the coasting trade will compete successfully with the rail till the end of the season, when the Coast becomes dangerous. If steamers of proper build were made use of, it is probable they would carry all the heavy produce of Guzerat. The rail has never been able to compete with the superior cheapness of water carriage either in Europe or America, where circumstances are much more favorable than in India.

5. Another important measure by which the export of cotton may be facilitated is the establishment of steam screws and steam saw gins at all the large cotton shipping ports. This is a measure which Government cannot directly interfere, but it would be found a most profitable one to any one who would undertake it.

6. One of the great difficulties of getting the cotton crop to market is the want of labor to clean the cotton by the laborious and slow process of the hand-churka. Great numbers of Bheels from the Rajpeepla hills and Kaths from Kattiawar resort to the cotton districts during the season, and are employed in some of the wukhara night and day in preparing the cotton for shipment before the high south-west winds begins to blow. A few steam saw gins like those at Broach would do all the work of these people, and get the cotton to market at least a month sooner than at present. If the cotton were pressed by steam power, not only would the expense of the first pressing by hand power be saved, but ships from Europe might come well into the Gulf of Cambay to receive their cargoes, and thus save much of the time that is lost in the voyage in native boats to Bombay, the expense of breaking bulk, landing, re-screwing, re-weighing, and re-shipping in Bombay. The holding ground is good in most parts of the Gulf of Cambay, so that ships would anchor in perfect safety. All the cotton that is shipped at Mobile in Alabama is carried out to the ships lying in an open roadstead, quite as much exposed as any part of the Gulf of Cambay.

7. But the point most essential to secure a full supply of cotton from India is the very simple one of a steady demand in the market. Merchants who have only employed Indian cotton to eke out their supply of American when the latter have fallen short or exceeded a certain price, and whose mode of doing business has offered a premium to fraud and false packing, now seem surprised that they cannot procure an unlimited supply of good and carefully packed cotton, and vent their indignation in abuse of Government and the roads. If the cultivator finds a grain crop more profitable than cotton, he will not produce cotton; and if he finds that he gets the same price for dirty as for clean and carefully picked cotton, he will continue to adulterate his cotton as at present. In short, the supply of cotton depends on the demand: if Manchester wants clean cotton, it must pay for it; and if it will pay a higher price for clean cotton than for dirty, it will soon create a supply equal to the demand.

Letter from Mr. W. R. Pratt, Third Assistant Collector of Surat, to Mr. H. B. Lindsay, Acting First Assistant Collector of Surat, in charge, dated 24th April 1861, No. 9.

I have the honor to acknowledge the receipt of your letter No. 380 of 1861, dated the 16th instant, requesting me to favor you with any suggestions that I may have to make with reference to repairing the roads and facilitating the transport of cotton in the talookas of Ooplar and Koorsud.

2. I have the honor, in reply, to inform you that the two main cotton roads in the above two districts are one from Broach through Kuosda and Veriow to Surat; the other from Hansote and Elao through Kadrama and Ooplar to Randeir.

There are always two roads of lesser importance, viz., one through Morthan in the Koorsad talooka to Veriow, the other passing to the east of Koorsad crossing the Taptee at Motha Waracha, and conveying all the cotton grown to the east of the railway line.

3. These four roads are neither worse or better than country roads in Guzerat usually are, consisting of mere cart tracks, more or less worn into deep ruts, according to the nature of the soil.

4. The road from Hansote to Randeir through Ooplar was laid out, inasmuch of it as goes through this Collectorate, by Mr. Bellasis, and is quite straight; but, though only a year old, is almost as much cut up as the original track. The straightness of this road is much in its favor, all the other roads that I have named being more or less circuitous.

5. I presume it is not in contemplation to make the roads fit for traffic during the monsoon, so I shall confine my suggestions to repairs necessary for the improval of fair weather traffic.

6. The road through Oolpar to Randeir is sufficiently straight, but would be much improved by the outlay of some rupees on a bridge that is required over a small nullah near Tullarma, also on a bund of earth at the Keem river, and at the Kharee on the Macma side of Oolpar. In addition to this sum an annual sanction of money necessary to repair the road after every monsoon is, in my opinion advisable.

7. The other three roads that I have mentioned might with advantage be straightened: if this is sanctioned before the monsoon, all land that is required for the purpose can be exchanged before the next year's crops are sown.

8. As regards cross-roads, I know of none that are specially necessary, except perhaps one from Purkesur to join the Taptee crossing at Motha Waracha, but the Mamlutdars, to whom I understand by your letter that you have applied for information, will be better able to inform you correctly on this point. I do not suppose one cart more will be used on the roads, though in good repair, so I think that if the worse parts of each road were repaired, and bridges or embankments on a small scale erected here and there that no further outlay of money on the roads is necessary, or likely to be attended with any proportionate return, either in respect of increased traffic, or a more speedy delivery of goods.

9. If I might be informed what amount of money Government are disposed to sanction towards the repairs of these roads, and which lines of roads are in your opinion the most useful to be commenced with, I would go along each road and report where the money sanctioned would be expended with the greatest advantage.

Letter from Mr. A. Rogers, Collector of Surat, to Mr. S. Mansfield, Revenue Commissioner, N. D., dated 19th February 1862, No. 185.

In reply to your letter of the 4th instant, No. 266, I have the honor to report that no answer has been received from the Superintending Engineer on the subject of the crossing over the Keem river at the village of Kudrama. The necessity for the work, however, has since been obviated by the Railway Company having, on my representation, consented to make Canolee in the Unkleshwer purgunnah a goods-station, and, by the proposal already before Government, to make two cleared roads to it from Hansote and Kalpore, the latter being joined by a short branch from Elao. A dam to keep the water at spring tides out of the creek near Oolpar has been sanctioned by Government, the expense being borne by the Guzerat Port Fund, and has been taken in hand by the Engineer Department. Sanction has also been received for the expenditure of 50 rupees a mile in the repair of the roads cleared by Mr. Bellasis, and the work has been commenced.

2. On the general subject it appears to me that these cleared roads possess in their present state but the one advantage over the ordinary cart tracks of being straighter, and therefore shorter. The traffic of carts upon them naturally forms ruts as deep as in the so-called old roads, and they are just as impracticable during the rainy season as the latter. I have accordingly directed my attention to the subject of spending as little money as possible in filling in the ruts, and saving all I can out of the sanction to be employed in the construction of drains, culverts, and small bridges, and in filling in natural hollows, which become nullahs on the fall of a little rain. When these are provided for, it will be advisable to proceed in the same manner by degrees to throw on sand, or any hard material, such as gravel or kunkur, procurable near the roads, in order to harden the surface, and prevent as much as possible the formation of ruts. It will be of course a work of years, but steady perseverance in the plan will in the end provide as set of roads which will be of use in the rainy as well as in the fair season.

3. Probably, within two years the Railway will reach Bombay, and as it is of great importance to the cotton trade of this part of the country that the loss now occasioned by large quantities of the staple being detained up-country at the end of the season, in consequence of the setting in of the monsoon wind preventing communication with Bombay by the coasting craft, I am of opinion that great attention should be paid to the completion of lines of road that will serve as feeders to the Railway at all seasons of the year. There is no doubt that the construction of roads permanently available for cart-traffic will be a work of more than ordinary expense in Guzerat, in consequence of the scarcity in all parts, and in many of the utter want, of materials for road-making, but to make the railway of the slightest use for goods-traffic for five out of twelve months in the year, the cost must be borne. The line itself will be of the greatest advantage for the transport of metalling and sand to convenient points, and it will be to the advantage of Government, who have guaranteed the payment of interest on the capital laid out upon it, to see that every avenue by which its usefulness can be increased is opened up as soon as possible. The subject has already been laid before Government by the Managing Agent of the Railway Company.

Extract paragraph 12, from Colonel Turner's memorandum, Public Works' Department, dated 18th March 1862.

PARA. 12. The following suggestions might perhaps, be adopted with advantage:—

1. To abandon existing lines which are extremely tortuous, often as was formerly the case in Sind, going round 3 sides of a field rather than across it. Probably, were straight lines selected, and existing ones abandoned, there would be more land to sell than to buy, and an equitable exchange might in most cases, be effected.

2. Having cleared the new direct lines, all streams crossed by them should first be bridged, and in many cases it would be found that that great bug-bear absence of hard foundations might be got over, and masonry bridges built without excavating to any great depth, provided ample water-way be afforded. The same difficulty was urged in Sind, but it was found there that if scour were prevented, deep foundations were quite unnecessary. In comparing the soil in the two countries, I am aware that they differ very much, and I would not attempt masonry ridges on shallow-foundations where the soil cracks to any great depth, but many places will be found where the soil remains solid in the dry weather, and there a few in expensive masonry bridges might be tried experimentally. Where the soil shrinks and opens on drying, I would adopt light timber piled bridges, such as Captain Playfair has so unsuccessfully introduced into the Dharwar districts. Bridges *must* be built, and the question as to their construction is simply one of economy.

Letter from Lieutenant Colonel H. W. B. Bell, Superintending Engineer, Northern Circle, to the Secretary to Government, Public Works' Department, dated 23rd May 1862, No. 1260.

I have the honor to return the correspondence forwarded for my report with Colonel Turner's endorsed memorandum No. 2,333 of 1862, dated 5th instant.

2. As, since the time that Captain Trevor (who was or had been a member of the Guzerat Ports' Committee), offered his services in 1859 to carry out some sanctioned works of jetties and piers out of the Guzerat Port Fund collections, this work has always been in the hands of the Deputy Consulting Engineer for Railways for the time being, and is now in charge of Captain Greig, I referred the correspondence on the subject of proposed Jetties as coast-termini for cotton tracks to that officer, and beg to annex, for your information, his letters in reply, Nos. 601 and 651 of 1862, dated the 12th and 17th instant, respectively.

3. With the single exception of the once commenced, and subsequently suspended, work of a steamer *pier* in the port of Surat, the whole of the buniers, and jetties noticed in Captain Greig's letters are only available for use by country craft, which, as stated by Mr. Ashburner, cease, except at enormous freights, to pay along the coast after the setting in of the south-west winds.

4. To remedy this evil, and to save the cotton merchants from the asserted costly alternative of sending their cotton (supposed to have fallen from its present high price) to Bombay by rail, Mr. Ashburner proposes to construct steamer piers at the cotton ports.

5. I conclude he refers only to the ports of *Surat* and *Gogo*, for at none others within the Gulf of Cambay could steamer piers be constructed; and supposing it possible to construct (though I greatly doubt this) piers near the mouths of the Gorunga or Par rivers, sheltered from the strong south-west winds, and approachable by steamers, cotton to reach this termini must come by rail from the north, and might as well, be carried on by rail.

6. At Gogo no jetty or pier could be constructed, but a great cost, of sufficient length to admit of steamers and other large vessels lying alongside its head, but the question of such a pier will deserve consideration when, on the completion of the road from Gogo to Dhundooka, and on the, at least anticipated, silting up of the port of Dholera, the port of Gogo shall have absorbed the greater portion of the traffic of Ihalliawar. I believe, however, that without any such pier, from the position of the port of Gogo, sheltered by the promontory of Koorah and the island of Peerim, a steamer could lie at anchor and be loaded by boats from the existing bunder up to the latest date before the actual burst of the monsoon.

7. At Surat the work of the steamer pier might be resumed, if the reasons for its suspension, noticed in in Captain Greig's letter No. 651, of the 17th instant, paragraph 2, (which, I would observe, manifest views diametrically opposed to those brought forward by Mr. Ashburner,) are no longer considered sound. Its probable cost is mentioned in Captain Greig's paragraph 1.

Letter from Captain T. M. Greig, Officiating Deputy consulting Engineer for Railways in Guzerat, to the Superintending Engineer, Northern Circle, Surat, dated 12th May 1862, No. 601.

In reply to your letter No. 1,111, of the 8th instant, and accompaniments, herewith returned, I have the honor to enclose a list of the jetties and other works of improvement constructed or proposed at the ports of Guzerat, with their actual or estimated costs.

2. I am not aware that any of these works have been unsuccessful. The wooden jetty near the fort o Surat appears to be much used, and well adapted for the purpose, and I have no doubt that a similar jetty now in progress at Randier will be of great advantage to the shipping. These are the only ones I have seen.

3. The actual cost of these bunders, which are only adapted for small coasting craft, will not bear out Mr. Ashburner's opinion that rude jetties similar to those in the Mississippi might be built for Steamers at the Guzerat ports at a trifling expense. In America, I believe, owing to the abundance of timber fit for the purpose, bunders of wood may be constructed at small cost, but in Guzerat teak, the only material of the sort generally useful, is very expensive, and therefore the project of constructing wooden bunders at its ports would prove costly in execution. In America planked roads, railways carried over piles in lieu of earthen embankments, and wooden bridges of large spans, are common, all proving the great abundance and cheapness of wood. In Guzerat I need not point out that works of the sort would be more expensive than any others.

4. I would submit for your consideration the advantage of perfecting one means of exit for the Guzerat cotton before spending money on another distinct means. Either the cotton may be sent by railway to Surat, and on completion of the line to Bombay, or by boats to Bombay, and feeders may either be constructed to the railway stations, or to the Guzerat ports, where expensive bunders will also be necessary. Perhaps both these means of exit might be encouraged with ultimate advantage to the cotton interest, but the cost to be borne by Government would then at least be double that of one route, and there would be great danger, either from want of funds or scarcity of workmen, of neither feeders to the railway, nor those to the cotton ports, being soon completed were both attempted. I should think that the dealers in cotton would prefer one perfect means of exit for their goods to two imperfect from their incompleteness, and certainly, if one route would suffice, it is not the interest of Government to spend money on two.

5. I presume that if one route be encouraged for the present, the railway will be selected. The railway from Ahmedabad to Broach and Surat will be completed certainly in next cold weather, and would provide every facility for the transport of cotton to those ports if roads were constructed to pieros through the cotton districts, and guide their produce to the stations.

6. If Government were to sanction the cost of constructing bunders at, and road-feeders to the Guzerat ports, they would be encouraging, at great expense, a serious opposition to the railway for no necessity that I can see, and probably with much loss to themselves by decreasing the profits, and increasing the amounts payable for interest to the shareholders of the railway.

7. It is hoped that the railway will be found capable of conveying at a cheap rate by far the greater portion of the Guzerat cotton to convenient ports, and I trust that no works will be sanctioned which would have the effect of diverting traffic from it. I would submit that, at all events, it would be well to test the capabilities of the railway before incurring a heavy expense for works which, if the railway succeeds, will be found of little use.

List of the works of Ports improvements in Guzerat, under the Deputy Consulting Engineer for Railways in Guzerat completed or proposed.

1 Earthen road and Wharf at Khoon Bunder of Dholera, the Wharf completed at an expense of Rupees 3,590-0-4.
1 Wooden Jetty at the Chaput Bunder of Surat, completed at a cost of Rupees 11,201-11-0—285 feet extended 20 feet wide.
1 Wooden Jetty at Tunkaria Bunder, length 200 feet, completed, but the accounts not yet closed.
1 Wooden Cotton Pier at Randier, in progress, 260 feet in length, at an estimated cost of Rupees 14,286.
1 Wooden Jetty at Bulsar, proposed when funds will be available, 200 feet long, at an estimated cost of Rupees 8,763.
2 Earthen Bunds at Gogo for the diversion of the Bhoomlee Nullah into the Gogo creek, completed at Rupees 10,564, and are subject to occasional repairs.

Letter from Captain T. M. Greig, Officiating Deputy Consulting Engineer for Railways in Guzerat, to the Superintending Engineer, Northern Circle, dated 17th May 1862, No. 651.

In reply to your letter No. 1,180, of the 14th instant, I have the honor to inform you that the steamer pier, opposite to the jail at Surat, was commenced under the authority of a Resolution of Government No. 2,848, of the 14th August 1860, which sanctioned the work at an expense of Rupees 22,700, of which Government was to contribute one-half from the Guzerat Port Fund, and the Surat Municipality the other half.

2. An expense of Rupees 789-9-9 was incurred on the pier, when His Excellency the Governor, on a visit to Surat, decided against its further progress. The reasons for His Excellency's orders are not on record, but I am informed that the construction of the railway through Guzerat to Bombay rendered the further prosecution of the Pier in his opinion inadvisable.

3. Under these circumstances there is no intention of resuming the work.

RESOLUTION.—These papers open up the whole subject of giving facilities to the trade of Guzerat by the formation of roads and piers.

2. The question of roads, hitherto one of difficulty in Guzerat, is now much simplified by the construction of a railway through the heart of the province. But, unless roads are planned and constructed upon a system, the result will be disappointing. A set of feeders to the railway has already been carefully prepared in the Public Works' Department, and these should be constructed either as tramways or common cross country roads, according to the requirements of traffic, or of the people. Local wants may safely be left to the judgment of local Collectors and Committees, but the general wants of the Province should be provided for on a definite plan, and this, His Excellency the Governor in Council thinks, can be best matured by the Chief of the Public Works' Department. Piers are legitimate objects on which to expend the surplus of Port Funds. The Surat pier for passengers and traffic, to the construction of which the Municipality of that city have offered to contribute half the expense, should be proceeded with under the sanction No. 2,848, of 14th August 1860, already accorded. For the proposed pier at Gogo, a plan and estimate might be submitted, provided the project is considered sound by a competent Engineer Officer of the Public Works' Department.

Ordered that copies of the foregoing be forwarded to the Revenue Commissioner, N. D., the Commissioner of Customs, Salt, and Opium, the Civil Pay Master, the Deputy Auditor and Accountant General, and the Secretary to Government in the Public Works' Department.

INTELLIGENCE.

LATEST.

HOME NEWS.

(By Electric Telegraph.)

WE are indebted to the courtesy of His Excellency Sir Bartle Frere for the following telegram containing heads of intelligence from the *Home News* of the 26th July:—

The Anniversary of American Independence was celebrated in the Northern States on the 4th July.

President Lincoln's Emancipation Scheme opposed by a majority of Congress for the Border States.

President Lincoln has visited McClellan's head quarters. General Scott expected to be appointed Secretary of War. Great efforts are making without success to reinforce McClellan.

The President's call for a new levy of three hundred thousand men proceeds very slowly.

Confederates reported to have obtained fresh successes, having captured a town near Nashville, and taken a Federal Regiment. They have also recaptured Baton-Rouge, near New Orleans, and taken 1,500 prisoners. The bombardment of Vicksburg continues.

Mr. Laing has published a [second ?]memorandum in reply to Sir Charles Wood's Budget Speech.

Another debate in the Commons on the reduction of East Indian Naval allowances.

The descent of Garibaldi on the Roman coast is apprehended, and the French have undertaken the defence of the country by land and sea.—*Deccan Herald, August* 20.

CALCUTTA.

22*nd August*, 3-54 P.M.

Government Papers, four per cent. six rupees and two annas to six rupees six annas.

Discount five per cent. four rupees and three quarters to five rupees premium.

Five and half per cent., twelve rupees to twelve rupees and quarter premium.

Exchange on London, first class credit, two shillings and one farthing to five-sixteenths.

Freight to London, dead weight, fifty to fifty-two shillings and six pence.

Jute sixty-five to seventy shillings.

Seeds, seventy-seven shillings and six pence to eighty-two shillings and six pence.

Grey Shirtings, fourteen by seven pounds forty inches, six rupees and eight annas per piece.

Madapollams, thirteen by eleven, three pounds thirty-two inches, two rupees and twelve annas per piece.

Mule Twist, number forty, good second, seven annas per morah.

Market for Piece Goods, dull, little doing.

Market for Twist, nominal, no demand.

INFORMATION by telegraph has been received here, having rather a positive character, to the effect that Russia was, when the mail left England, about to offer her mediation with a view to stop the blood-shed in America, and bring the contending parties to terms. We are inclined to attach some weight to this information; seeing that, from circumstances extending over a series of years, Russia is the European nation whose interference the Federal government would most easily brook, at any time, and whose good offices it would now probably recognise and accept.—*Englishman, Aug.* 12.

LOCAL.

THE P. and O. Co.'s steamer *Oriesa* with the China Mail on board, arrived in our harbour this morning at 2 o'clock from Hongkona, which port she left on the 28th July last.

PRISONERS IN THE COUNTY GAOL.—On the 21st instant the number of prisoners on the criminal side of the Bombay County Gaol amounted to 128, of whom 90 were under sentence of hard labour, and out of which number 2 were Europeans and 88 Natives. Without labour 15, of whom 2 were Europeans and the remaining 13 Natives. Under sentence of transportation 5 Europeans. Penal servitude one European. Awaiting trial, one European and 16 Natives. On the civil side there are 71 prisoners—making altogether under confinement in this gaol, 199 prisoners.

THE Governor General has been puzzled of late by an application by the Bombay Government for a grant of 20,646 rupees to be expended in *karkoons* and peons to assist in working off the arrears of judicial business which have been accumulating of late in that Presidency. His Excellency asks helplessly what possible use *karkoons*—whoever they may be—on 7 rupees a month, and peons on 4 rupees can be in working off judicial arrears; and well he may! Relating the educational *status* of the inhabitants of the Bombay Presidency, at a millennial degree of excellence, they can be nothing but copyists at that price; and unless the arrears to be worked off consist in a number of rough copies of Magisterial decisions to be copied clean, we cannot see how they are to aid in the process. No wonder the Governor General felt a mild doubt "as to the manner in which it is intended that the *karkoons* should assist the Judges in disposing of the cases before them." Our wonder was excited in no small degree at hearing of the Bombay Government's extraordinary demand; but it was increased tenfold on hearing that Lord Elgin had acceded to it: "judicial arrears," he tru

officer went a second time and told him to go to work. He made use of very bad words to him, calling him a "rascal" and a "loafer." It was not only yesterday he did that, but every day he called him by such names. Once the chief officer took a hammer and was ready to strike him with it. By the assault of the chief officer he was obliged to make his defence, and strike him. The chief officer broke his shirt. There were no witnesses or testimony to produce on his behalf.

Captain Hafty Faithful, master of the *Childwickbury*, was called by His Worship, and said,—There had been several altercations between the chief mate and the prisoner. I do not consider the prisoner to be a thorough seaman, he is not very willing to work. In reference to his general character I should call him a "loafer," which means that he is not what he ought to be. I can't say that that is the literal meaning of the word "loafer" in the Dictionary, but it is well-known among sailors. The reason why he was ordered to turn to was in consequence of his having reported himself to me, as fit for duty.

His Worship said, that it appeared by the evidence that the prisoner was guilty of assaulting the prosecutor, that he had caught hold of him by the throat, struck and tore his coat. Therefore he was sentenced to be imprisoned in the House of Correction for two weeks, or if the ship should sail within that period to be sent on board.

LAW.

SMALL CAUSE COURT.—FRIDAY, AUG. 22.

(BEFORE N. SPENCER, ESQ.)

Mahomed Ally Jemadar vs. *The G. I. P. Railway Company.*

Dr. Reid, for the plaintiff.

Mr. Crawford, for the defendants.

This was an action brought against the G. I. P. Railway Company to recover Rs. 492-11-6 for loss sustained by plaintiff by the non-delivery of four bales of piece goods, being a portion of a consignment of five bales delivered by plaintiff at the Boree Bunder station to be conveyed by rail to Sholapore.

Dr. Reid stated, that the plaintiff was a carrier or transit agent, carrying on business in Bombay by his Moonim, named Succaram Dewraj. In July last, one bale of twist and four bales of cotton piece goods were entrusted to the plaintiff by a Marwaree merchant for transmission to Sholapore, the number and description of pieces being entered in the Marwaree's book. The packages were taken to the Boree Bunder station, where they were weighed, the four bales of piece goods weighing eight maunds and eight seers, for which the plaintiff held a receipt or advice note given by the Traffic Manager. When the packages arrived in due course at Sholapore, they appeared to have diminished both in size and weight. The agent of the plaintiff went to take delivery of them, and the bales of piece goods on being weighed by the Station Master were found three maunds and one seer short weight. The goods, therefore, with the exception of the bale of twist which was delivered to the plaintiff, remained in the possession of the Railway authorities, and the plaintiff now sought to recover their value. An Attorney's notice was also served by plaintiff upon the defendants, demanding the delivery of goods, to which no reply was received.

Mr. Crawford.—I admit the receipt of the four bales by the Company for transmission to Sholapore. As a preliminary objection, I want the plaintiff to be present in Court.

His Honor.—He appears by his Moonim.

Mr. Crawford.—According to rules of the Court if the plaintiff does not appear, the cause must be struck out.

His Honor.—He trades in Bombay by his Moonim, and it is the practice of the Court to allow parties to sue by their Moonims.

Mr. Crawford.—I must go by the rules of the Court and press for the plaintiff's presence.

His Honor.—If you press for his presence, I will postpone the case, but will not strike it out.

Dr. Reid.—I do not admit the validity of Mr. Crawford's objection. The Moonim represents the firm of the plaintiff, and it is usual for Moonims to sue and be sued on behalf of their principals. If such practice was not allowed, justice would be denied to many merchants trading by their Moonims in Bombay.

Mr. Crawford.—I will not press the objection at present. The other objection is, that this is a wrong form of action. Plaintiff ought to have signed the receipt under protest and taken delivery of the goods offered to him and sued for the quantity short delivered. Instead of doing that he seeks to recover the value of the whole, which he cannot do.

His Honor.—It is alleged that the Railway Company would not give him the bales unless he signed a clean receipt.

Mr. Crawford.—Why did he not sign it under protest and take delivery of the bales? Upon the face of the summons it is an action of trover which I am not prepared to meet.

Dr. Reid.—Substantially the cause of action is stated in the summons, and the Railway Company had notice of it. (Produces the notice served by plaintiff's Attorney upon the Company).

His Honor.—It is the proper form of action, for there was non-delivery of the goods, the Company having refused to deliver unless the plaintiff signed a receipt in full demand.

A number of witnesses were then examined, whose evidence established the facts stated by Dr. Reid.

On behalf of the defendants were examined the Station Master and the Inspector of the Sholapore station, both of whom admitted that the bales weighed five maunds and one seer, which did not correspond with the weight mentioned in the consignment note. They denied having insisted upon the plaintiff's agent to sign a receipt in full demand.

At this stage Mr. Crawford produced the bales in Court, one of which was opened and seven pieces of Grey Long Cloth were found missing from it. Mr. Crawford hereupon consented to a verdict being entered in plaintiff's favor, giving plaintiff the option either of receiving the value of the four bales as claimed in the summons, or of taking back the bales together with the value of the pieces missing. Plaintiff preferred the former and accordingly His Honor *entered a verdict for plaintiff for Rupees* 462-11-0, *and certified for costs.*

INDIAN.

BENGAL.

THE Secretary of the Bengal United Service Club, in Chowringhee, has addressed a letter to Lieutenant-Colonel Priestly, of H. M. 42nd Highlanders, and a prominent Member of the Commissariat Commission now sitting at the Presidency, asking him for information as to the fact of his having officially reported to his Excellency the Commander-in-Chief some remarks made to him in a private conversation at the club table, with Captain Fitzgerald, also of the Commission, and of the Bengal Commissariat. Lieutenant-Colonel Priestly's answer is not, we believe, very explicit and satisfactory, and, with reference to the steps which is admission of the alleged fact would render inevitable, he has expressed his intention not to dissolve his connection with the United Service Club, except by the determination of a general meeting of the members at the Presidency. In the meantime, Lieutenant-Colonel Priestly has left the club premises and gone to reside elsewhere; and we hear that a general meeting is about to be called, to consider and decide upon this very unpleasant affair, and upon the steps which it may be necessary to adopt, in the interests of the club, and of the generally accepted sanctity of private conversation.—*Englishman, Aug.* 12.

We have received the *Commercial Annual*, or Statement of the External Commerce of Bengal, during the years 1860-61 and 1861-62, compiled by Mr. P. Bonnaud. The returns extend from May 1st to April 30th in each year. There is the usual amount of well-arranged information regarding exports and imports, which must be useful to the mercantile community. The total value of imported merchandize in 1861-62, as compared with that of 1860-61, shows a decrease of Rs. 74,40,558, and as regards the import of treasure for the same periods an increase is shown of Rs. 36,39,271. As regards merchandize imported, the chief decrease appears to have been in cotton piece goods and yarns from Great Britain, and increase in the import of treasure and bullion appears to have been from Great Britain, China, and Singapore; from Australia the increase is also considerable. There appears to have been an increase in the imports of silk and mixed goods, as also in woollens and worsted stuffs; tin both block and plates, and iron in its various forms also show an increase. Wines, as a whole, show a falling-off, but brandy and other spirits show an increase. In salt there is a decrease of about a lakh and a-half as regards the value, though the quantity imported in 1861-62 is much larger than in 1860-61. In teak wood there is a considerable increase in the import for the same periods. The exports of merchandize in 1861-62, as compared with 1860-61, show an increase of Rs. 42,06,459, and in the export of bullion and treasure a decrease of Rs. 76,55,215. The increase in merchandize exported seems to have been to the Madras Coast, Ceylon, the Malabar Coast, China, Singapore, and Bourbon, the Cape of Good Hope, the West Indies, and Hamburgh. There has been a falling-off in the exports to England, France, and North America. The decrease in the export of bullion and treasure appears to have been to Ceylon, the Malabar Coast, Singapore, Penang and Malacca, China and Mauritius. To Pegu there has been a slight increase. The collections of duties by the Sea Department of the Calcutta Customs for 1861-62, show, as compared with those of 1860-61, an increase on goods taken from the bonded warehouse; on salt imported by sea; on bonded salt imported by sea, and on merchandize exported by sea; but a decrease on merchandize imported by sea; on bonded warehouse reserved duty; and on Peninsular and Oriental Company's reserved duty on export. The total increase after all deductions being Rupees 10,75,891-4-11, a result which cannot but be satisfactory to government.

SIND.

THE RAINS.—Rain has fallen very generally throughout Sind during the last week in July. In the Hydrabad Collectorate the downpour was very severe from the 30th July to the 1st August, and caused considerable damage to houses and other property. The jagheer of Meer Alli Bux in Mahomed Khan's Tanda, district, is reported to be quite submerged. At Meerpore Khas the fort and the buildings inside have suffered a good deal. In the Shikarpore Collectorate rain fell from the 26th to 29th July, and in the Obowrah districts the flood came down with great force. It began sprinkling here yesterday afternoon, and by five o'clock a steady rain had settled down for the night compelling the postponement of a Brigade parade, the first which on account of the hot weather the Major General had ordered to be held since his arrival in our midst.—*Our Paper, (Kurrachee), Aug.* 15.

THE NAVIGATION OF THE INDUS.—Government, we understand, has sanctioned a considerable outlay for diminishing the difficulties attending the navigation of the Indus between Sukkur and Bukkur. We are further informed that the Commissioner in Sind leaves to-day for Sukkur, accompanied by H. N. B. Erskine, Esq., Assistant Commissioner, Colonel Tremenhere, Chief Engineer, Lieutenant Bonus, Deputy Consulting Engineer, Sind Railway, W. A. Fenner, Esq., Forest Ranger, and other gentlemen, the object of their visit being to test the velocity of the current at the Buckree, and the inspection of several important irrigational canals in that part of the Province.—*Id.*

A FANATICAL MURDERER.—A fearful crime was committed at Baga-ka-Tanda, on the 24th ultimo. A little boy only four years of age, while asleep on the same bed with his father, was butchered by the latter, who, in a fit of insanity, cut the poor child's throat, and then rising, called out "*Yah Hoossein! Yah Hoossein! I have sacrificed my son to God!*" The criminal has been committed for trial.—*Id.*

RAILWAY OFFENDERS.—We have to record the dismissal this month of two employés of the Railway, one a Driver, and the other a Guard, for intoxication while on duty. We believe that, had it not been for the enormous expense of sending these men and the necessary witnesses to Bombay, it was the intention of the authorities to have arraigned them before the Supreme Court for breach of the Railway Act.—*Id.*

STATEMENT SHEWING THE QUANTITY AND VALUE OF COTTON IMPORTED INTO BOMBAY BY SEA FROM THE UNDERMENTIONED PLACES DURING THE FOLLOWING YEARS.

YEARS.	AFRICA.		CEYLON.		CHINA.		COAST OF CORMANDEL.		COAST OF CONCANS.		GOA DOMINION AND DIUS.		GREAT BRITAIN.		GUZERAT.		HONG-KONG.		KURRACHEE.		MALABAR & CANARA.		MAURITIUS.		PERSIAN & ARABIAN GULFS.		SOUTH SEAS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.
1849-50	.....	.....	25,480,568	3,315,074	.....	.....	3,562	22,954,822	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1850-51	.....	.....	21,745,952	2,648,901	.....	.....	.....	20,755,769	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1851-52	.....	.....	19,788,288	2,170,654	.....	.....	.....	20,110,284	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1852-53	.....	.....	40,485,900	4,647,617	.....	.....	.....	21,683,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1853-54	.....	.....	18,872,851	2,097,355	.....	.....	.....	16,534,851	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1854-55	.....	.....	13,372,222	1,228,061	.....	.....	.....	13,529,404	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1855-56	.....	.....	14,134,705	1,622,606	.....	.....	.....	14,646,051	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1856-57	.....	.....	29,488,307	3,068,714	.....	.....	.....	38,864,701	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1857-58	.....	.....	29,112,583	4,780,208	.....	.....	.....	38,180,186	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1858-59	.....	.....	17,826,350	2,950,811	.....	.....	.....	41,449,016	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1859-60	.....	.....	35,882,923	5,778,291	.....	.....	65,232	7,636,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860-61	.....	.....	55,183,181	7,636,830	6,900	57,656	7,500	7,153,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

YEARS.	PERSIAN & ARABIAN GULFS.		SOUTH SEAS.		SUMATRA.		TURKEY.		TRIESTE.		MISCELLANEOUS.		TOTAL.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.	lbs.	Rs.
1849-50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	94,226,770	12,980,219
1850-51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,135,578	1,566,077
1851-52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	95,965,788	1,126,206
1852-53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79,87,971	10,623,520
1853-54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44,500,072	4,687,061
1854-55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,334,677	1,007,607
1855-56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	129,517,907	15,633,320
1856-57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	139,155,615	20,015,883
1857-58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92,237,429	18,118,067
1858-59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	84,885,186	15,916,247
1859-60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	114,006,124	20,192,396
1860-61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	145,722,315	20,115,080

MALABAR & CANARA.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

MAURITIUS.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

PERSIAN & ARABIAN GULFS.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

SOUTH SEAS.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

SUMATRA.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

TURKEY.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

TRIESTE.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

MISCELLANEOUS.

YEARS.	Quantity.	Value.
	lbs.	Rs.
1849-50	.....	.....
1850-51	.....	.....
1851-52	.....	.....
1852-53	.....	.....
1853-54	.....	.....
1854-55	.....	.....
1855-56	.....	.....
1856-57	.....	.....
1857-58	.....	.....
1858-59	.....	.....
1859-60	.....	.....
1860-61	.....	.....

INDIAN PRESS.

THE EX-AMEERS OF SIND AND THEIR FAMILIES.

(From Our Paper, August 12.)

INSTRUCTIONS have, it appears, been transmitted to India, under the authority of Sir Charles Wood, calling for a complete list of the names of families related to the ex-Ameers of Sind, embracing, we presume, full and detailed information in respect of the degree of consanguinity appertaining to each. The particulars ordered to be furnished are required with the view to ameliorate the condition of these scions of a fallen race or potentates, their circumstances being reported to be anything but *couleur de rose*. Along with the desired list, explicit statements are to be forwarded regarding the allowance received from Government by each family, and a true and correct report is also to accompany, elucidatory of their past and present condition, and the way they have been treated since the annexation of Sind to the British dominions. This movement on the part of the Home authorities will, it is expected, result in marked increases being made in the stipends allotted to the descendants of the Talpoors, and, considering all things, we do not think this stretch of generosity will, in the least, be uncalled for. The conquest of Sind gave rise, at one time, to some very spirited and pungent discussions in the papers of the day, and there are not a few among us, perhaps, who can recall to mind the vehement and withering denunciations fulminated against the policy of Sir Charles Napier by the able and talented editor of, at that period the paper of India, the *Bombay Times*. The "Bayard of the East" is one of the influential many who lent the weight of his partizanship to condemn and hold up to scorn what was, and probably is, even to this very day, considered in the light of the wholesale spoliation and barefaced robbery on the part of the British Government; and some are, no doubt, still left who are able to conjure up interesting reminiscences of the quaint scenes enacted on occasions between the "lion-hearted" Conqueror of Sind and the brave, gallant, and high-principled Sir James Outram. But all these are things of the past; they have long since had the rites of sepulture accorded them; and it may be as well to leave them in the obscurity and oblivion to which they have been so long consigned. Whether, however, we were justified or not in acting as we did towards the ex-Ameers, and in depriving them of their territories, there can be no two opinions entertained as to the eminently beneficial results which have accrued to Sind since the Province was made an appanage of the British crown. The ends achieved will, perhaps, justify the means adopted, and there is some degree of solace in a reflection of the kind, which may safely be laid as a flattering unction to our souls. At all events, the *casus belli* that we took advantage of as a pretext for hostilities against the Ameers, was decidedly not of a nature to call for severity being exercised in our treatment of them in their fallen state. If we have been at all remiss in studying their claims on our magnanimity and respect, it is to be hoped the measures about to be adopted will make some amends for our shortcomings, and palliate, to a certain extent, any injustice of which we may have been guilty towards them during the last twenty years of our rule in the country. The grandsons of Tippoo Sahib, that unrelenting adversary of British rule in the East, have been liberally pensioned by the Home Government, and princely affluence is yet their lot. We may question, as many have done, the policy that dictated such liberal concessions to the descendants of a man whose hatred towards us was as inveterate as it was conspicuous, and the aim and object of whose ambition appeared to have been centred in a resolute determination to extirpate our very existence and drive us into the sea; but if our magnanimity, therefore, has been so prominently called into exercise in behalf of the scions of Hyder Ali and Tippoo, what should have prevented us from being equally as magnanimous in our treatment of the Talpoors and their descendants? We will conclude by congratulating the latter on the consideration evinced towards them by the Secretary of State for India, tardy as *Justice has been in coming to their rescue.*

THE RED SEA TELEGRAPH.

(From the Our Paper, August 15.)

WE are informed that John Wood, Esq., Agent and Superintendent of the Indus Steam Flotilla, has been appointed to superintend the affairs of the "Telegraph to India Company" at this port. We further learn that the project of extending the Red Sea Telegraphic cable to Kurrachee has been abandoned, and that it is intended to connect the line with that of the Mekran Coast enterprise, at Gwadel. We must say that this arrangement does not seem a desirable one to us, whatever may be the cause—probably considerations of economy—which has led to the adoption of this step; for it is plainly to be anticipated that by placing both lines of telegraphic communication with Europe at the mercy of the hordes of wild people which overrun the territory thro' which the wires have to pass between Gwadel and Kurrachee, the interruption, should these tribes choose to interfere with the line, will be complete and last possibly for months together; while if the Red Sea cable were laid as far as this port, the communication would be still kept up. We trust that the managers of the "Telegraph to India Company" will reconsider their resolution, and follow a course of action the advantages of which are sufficiently obvious of themselves to make it unnecessary for us to do more than simply mention them.

LORD ELGIN AND WASTE LANDS.

(From the Englishman, Aug. 12.)

AMONG our European extracts will be found a letter to the editor of the *Money Market Review*, which is of importance as showing that the delay in carrying out Lord Canning's Waste Lands' order has attracted attention in England, and that the correspondence on the subject between Lord Elgin and the Landholders Association gone home by the last mail, will arrive at an opportune time to open the eyes of those interested, to the danger of the whole plan being thwarted by the dishonesty of Sir Charles Wood and the subserviency of Lord Elgin, supposing always that all Lord Elgin's action in the matter is disclosed, which we are loth to believe. The Secretary for India is so well known, that no surprise will be created at the discovery of his intention to break faith with the public, and to throw dishonor on the act of the departed Lord Canning; but we think that much and painful surprise will be caused at the discovery that Lord Elgin has lent himself to the act, and that the first sign given by him of his probable Indian career, should be one of the very worst possible omen. The letter of Mr. Bayley will be read with disgust at home, but what is it to us here to have to travel over the same weary, weary way again, from which but a year ago we had emerged upon a scene of brightness and promise? It is dispiriting beyond description, but it must be endured, and we shall surely again triumph over the evil advisers of Lord Elgin, as we did at last over those of Lord Canning. It would be an interesting subject for research, how what process Lord Elgin's mind has so soon become trammelled by an Indian officialism. The name of Bruce can have no connection with deliberate dishonour. His previous career had gained for him a reputation for straight-forward independence; but a few short months have changed all that, and we have seen in the answer to the Landholders Association the worst spirit of the Secretary of State for India, expressed in the worst style of Bengal Civil Service officialism.

Lord Elgin aims steadily at popularity by social means, and his hospitality and urbanity must secure for him much of it; but he little knows the men he has to deal with if he fancies that their eyes can be dazzled by such superficial arts, and that their attention can be thus diverted from the solid qualities of a Governor General. In no country has the battle of life been so sternly fought as in India during the last six years. Englishmen have learnt to identify themselves with the country and its interests, and while expecting much from, and unsparingly criticising the acts of, a Governor General, they are at the same time jealous of his honor and independence and anxious for his reputation and success. It is this sentiment that has warmed all hearts towards Mr. Laing in his present position, and we earnestly hope that Lord Elgin may fulfil the hopes and justify the expectations with which he was received in Calcutta, by making himself the leader of India and Indian interests, not the follower of Sir Charles Wood and the slave of the narrow officialism of the old East India Company's Civil Servants.

ENGLISH PRESS.

FRANCE AND RUSSIA.

(From the Daily News, July 15.)

A FRENCH evening paper, once official, and still anxious to preserve or recover the reputation of being the organ of ministerial disclosures, has exhumed the old bugbear of the Franco-Russian alliance. We are far from denying that there is a good deal of intimate communication and mutual support between the Courts of the Tuileries and St. Petersburg. We mentioned, indeed, some days ago, how influential the hostility of Rome to both had proved to induce them to make common cause and head against it. But from the language of the *Patrie*, we infer that its writer sees but a very short way into the nature of this alliance.

The French journalist, in the first place, informs us that France and Russia have come to an agreement as to the best mode of inquiring into and solving the difficulties which arise out of the situation of the Christians of the East. But on this subject the two Governments have been agreed long ago. France and Russia have been for these many years manœuvring, singly and conjointly, not so much really to serve and advance the interests and happiness of the Christians of the East, as to assume the Protectorate, the one of Catholic, the other of Greek Christians, in order to make them the instruments of their ambition and the footstools of their grandeur. That they will continue to do so was to be expected, and is nothing new. Nor is there any alliance required, or, as we believe, concluded for the purpose. So long as the understanding between the Courts limits itself to diplomatic action, it can be met as it has hitherto been, in the diplomatic field. It can only be dangerous when such an alliance assumes an aggressive or offensive form against Turkey. For this Russia is by no means, prepared at the present moment. Neither is France. We feel, therefore, perfetly tranquil as to the bugbear of the *Patrie*.

The second announcement of that journal is the agreement of France and Russia with respect to the affairs of Italy. Of this we have as little doubt as of the other; France and Russia regard Italy just as they do the Eastern Christians. There care as little as possible about its welfare, its consolidation, or its unity. But they wish to use Italy as a warlike instrument to attack and neutralize the German Powers whenever those Powers threaten to interfere with their designs. These designs of France and Russia all refer, we repeat, to the future; but they wish to keep Italy in its present situation, armed, unsettled, impatient, and angry, to hold it like a hound in leash, and ready to spring at the throat of Austria, as soon as it is the Franco-Russian interest that Italy should do so, but not before.

What the *Patrie* says about the dispute between Denmark and Germany is simple nonsense. England and Austria fully agree with Russia and with France as to the necessity of maintaining the independence and integrity of Denmark. It is merely the National Union of Germany that has got astride of this question, which the Prussian Government takes up in order to gain some popularity out of it. But that farce has been played too often.

In none of these questions can we find a sufficient foundation for the congratulations of the *Patrie*. The advantage which France is likely to gain from protecting Eastern Catholics appears to be of about the same importance as the advantage to be gained from her crusade in Mexico—attended with infinite embarrassment and expense. But Russia has at present the strongest interest in keeping France her friend. Russia is engaged in what is little less than the re-conquest of Poland, and this at a time when the soil of Russia itself trembles with disaffection. A word of France to Warsaw, boldly spoken, and Poland would stand up once more a resuscitated nation. Russian flattery, therefore, Russian obsequiousness, Russian alliance, proffered to France we can perfectly understand. Napoleon's credulity in receiving all this, and in boasting of it as a strength and a homage, makes us fear that the vanity of the French Emperor is strong enough to eclipse his judgment, and make him throw away the best opportunity of his reign.

There is no doubt that the recognition of the Kingdom of Italy by Russia at the present moment was warmly solicited by the French Government, and was gratefully received by it. A more conclusive answer to the manifesto of the French Pretender at Lucerne could not be given. The Duke of Bordeaux issued his mandate to the French legitimists, allowing them to do what they were already determined to do without his leave vote for the priest's party in the French elections. Napoleon replies by the sanction of united Europe, Austria alone excepted, to the expulsion of the Bourbons from Italy. Deserted by people and by courts, Legitimacy finds its last and sole patronage in Rome. That patronage may cost Rome dear; for certainly whatever sentiments the French Emperor may have before entertained for the inveterate hatred of Italy, the alliance which Rome and the Bourbons have made and proclaimed against Napoleon III. must tend to fling the latter more fully into the Italian cause. High authority in Parliament has told us that Prussia, in giving its recognition of the Italian throne, recommends a reciprocal recognition at some time of German rights. And whatever Russia might have done, Prussia would scarcely have come forward with its adhesion had it not received some assurance that the territories of the German Confederation would be respected by the new kingdom.

But there is little use or validity in promises, even if such promises were given, of maintaining Italy permanently in the *status quo*. "To what is impossible no one is bound." And to keep Italians content, with Venetia and Rome in the hands of avowed and ever active enemies, is an impossibility far surpassing and surmounting every word, promise, or guarantee that Italian prince or statesman can give. All that can be done or hoped for is to tide over some months, or weeks. And we believe that neither France nor Russia expects or even desires more than a temporary lull. The two powers may insist on the Italians being tranquil for the present. Perhaps such injunctions are accompanied by other words and explanations, giving hopes of a very different solution of the Italian question from the *status quo*. The government of Italy bows in faint and momentary acquiescence, but meantime does not relax its armaments or bate one jot of its pretensions.

THE CHURCH CONGRESS.

(From the Times, July 15.)

ONE scarcely knows how it is that a "Church Congress" should be an indescribable and incomprehensible thing. There has just been a Social Science Congress, and there have been Anti-Corn Law and Peace-making Congresses, and Scientific, Agricultural, Evangelical, and Missionary Congresses. So why not a Church Congress? It is not we who put the question, for it is evident a good many people have both put the question and answered it in the negative. The Congress at Oxford last week was held in that sort of No-Man's Land, the University of Oxford, under the gods and goddesses painted on the ceiling of the Sheldonian Theatre. The enterprising and indefatigable Bishop of the Diocess presided with his usual ability. His own order was represented by the Bishops of Tasmania and Cape Town. The British Laity appeared in the persons of Lord Ebury, Mr. Napier, Mr. Beresford Hope, Mr. Hubbard, Dr. Acland, and Captain Burrows, the newly-appointed Chichele Professor of Modern History. The clerical names are very familiar as those of men who have taken every opportunity of meeting, speaking, preaching, and writing on Church affairs for the last twenty years, and, if "practice makes perfect," ought to be worth listening to. The subjects comprised almost every point of the organization and operation of the Church. Why should not such a Congress be held? Why should not these gentlemen meet and talk in the Sheldonian Theatre? Why should not these subjects be discussed in the hearing of all the world? Of one thing we are very sure, and perhaps it is the point on which we are most sure. The British Laity need feel no unpleasant jealousy of these conversations—deliberations we must not call them, for the President earnestly disclaimed all deliberative character for them. This is simply an opportunity for ventilating ideas. It is much as if the papers read had all been published in a journal of sufficient circulation. Whatever good may or may not come out of the process, the harm is only that which is shared by any column of close print on any subject interesting to a special class of readers. Had these gentlemen met at Cuddesdon Palace, or, for better convenience, in the great room at the Star Hotel, and had reporters been rigidly excluded, and the proceedings not been allowed to transpire, then there certainly might have been some ground for alarm. No doubt, however, it would have been whispered in the best informed quarters that a zealous layman had been put up to agitate for more Bishops; that plans were devised for getting hold of promising young gentlemen and young ladies; that Church finance and the best means of raising the wind were largely discussed; that the meeting was very unanimous for Church-rates and against Pewrents; that there was some difference of opinion about vows of celibacy and obedience; and that a Member of Parliament propounded a scheme for getting hold of the House of Commons. All this would have alarmed the timid and alienated the prudent. There probably would have been a demand for further information and complete publicity. Questions would have been asked in both Houses; counter meetings would have been held in Exeter Hall; nicknames would have been invented for the occasion; the caricaturists would have seized the opportunity, and the cause of religious liberty, not to say the Gospel itself, would have been thought in danger.

All these men are so respectable, their objects are so important, and their tone so judicious, that the only regret one can feel is at the evident fact that the meeting is thought almost too harmless. There are people that one knows would have been present but for the conviction that it was a waste of time. At a certain age, and after a certain amount of experience, sensible persons begin to discover that there are ways to do things, and ways not to do things, and that the Congress at Oxford belongs to the latter class. Plausibility, plausibility, plausibility have the first, second, and third place on these occasions. The reverend or very reverend speaker—right reverend, we must not add—writes or says what looks well on paper, begging every question, describing everything just for the purpose, and offering airy suggestions, interlarded with unctuous phrases, vain regrets, and specious promises. Heaven knows where the people who talk, and preach, and write on these subjects get their notions of men and women. Certainly not from this weary, working, week-day world. According to them, a human being is either a soul to be treated

The Bombay Gazette
EXTRAORDINARY.

Bombay:—August 23, 1862.

By the arrival this morning of P. and O. Company's steamer *Orissa*, Captain A. Parish, with the China Mails, we have received a copy of the *Overland Mail* of the 26th July, from which we make the following extracts:—

Heads of Intelligence.

General M'Clellan is still encamped at Turkey Island Bend, on the James River. The position is said to be more advantageous for him than his former one. The Confederates have retired from his front; Fort Darling has been strengthened with iron-clad batteries; and the Confederates are everywhere making preparations for a prolonged struggle.

It is believed that M'Clellan will not be able to act on the offensive for some months, and there is a rumour that he is to be superseded by General Halleck.

The recruiting for the new levy is progressing very slowly.

Murfreesborough, near Nashville, has been recaptured by the Confederates, and Nashville is now threatened. It is also rumoured that Bâton Rouge has been retaken.

The Confiscation Bill, which enables the President to set free the slaves of all rebels at sixty days' notice, has passed Congress. It is believed the President will veto it.

The Prince Clotilde, wife of Prince Napoleon, has given birth to a son.

There is great agitation in Rome. A formidable demonstration against the Papal authorities is said to be preparing, and it is rumoured that Garibaldi, with 6,000 men, is about to make a descent on the Roman coast.

Prussia has officially recognised the kingdom of Italy. It is said, that its recognition by Spain is now probable.

Mr. Lindsay's motion respecting mediation in the American war was withdrawn after a long debate.

The Government have introduced a measure for the relief of the suffering districts in Lancashire and Cheshire.

Among the deaths reported during the week are those of Col. T. P. Walsh, Madras Retired List; Lieut.-Col. W. Ballingall, Bombay Retired List; Capt. H. M. Douglas, Bombay Artillery; Capt. P. Breton, Bombay Retired List; Mr. A. W. Ravenscraft, Bombay Civil Service, Retired; and the Archbishop of Armagh.

The plethora of money continues. The Bank has reduced its rate of discount from 2½ to 2 per cent.

The price of Consols to-day is 93½ to 93⅝ for money, and 93⅝ to 93¾ for account (Aug. 7).

Rates of Exchange; on Calcutta 1*s.* 11½*d.* to 1*s.* 11¾*d.*, and Bombay, 1*s.* 11⅝*d.* to 2*s.* per rupee.

Cotton at Liverpool: Fair Orleans 19*d.*; Surat, 16⅞*d.* to 16¾*d.*; Egyptian 18½*d.* to 26½*d.* Total sales 21,380 bales; 18,000 for speculation and export. Imports, 35,000 bales. Market dull.

Cotton Coods at Manchester: Market firm for yarns, but no business doing. No business in cloth.

The Continental intelligence of the week affords but few noticeable items of intelligence. It is announced, however, that a very feverish state of public feeling exists in Rome, where a formidable demonstration is preparing, which it is supposed will result in a contest with the Pontifical troops. Some were inticipating the sudden appearance of Garibaldi on the scene; but the great liberator, according to the latest advices, was still at Palermo, and a telegram of yesterday's date from Turin states that the rumours of a new expedition under his leadership were unfounded.

A treaty of commerce between Belgium and England has now been definitively arranged. The bill was laid on the table of the Chamber of Deputies yesterday, and it is said that it will come on for discussion about the 10th of August.

We learn from a statement made by Mr. Baring last night, in the absence of Mr. Charles Wood, who is in attendance upon her Majesty at Balmoral, that the question of the Kirwee prize-money is not yet settled.

AMERICA.

By the arrival of the *Scotia* at Queenstown news has been received by telegraph from New York to the 16th instant:—

"New York, *July* 16.—The Confederates have disappeared from General M'Clellan's front. General Jackson is reported to be moving in the direction of Fredericksburg. Fort Darling has been strengthened with iron-clad batteries. The Confederates are everywhere making preparations for a prolonged struggle.

"The Confederates are within fifteen miles of Nashville. An attack is hourly expected, and active preparations are making for resistance.

"Lexington, in Kentucky, has been placed under martial law. The Confederates, under General Morgan, are reported to be advancing upon the town.

"The Confederates are stated to be making mysterious movements in the neighbourhood of Corinth.

"The bombardment of Vicksburg continues without result.

"Some doubts are entertained of the truth of the Southern report of the capture of Bâton Rouge.

"The citizens of Memphis have been ordered to take the oath of allegiance, or to leave the city within five days.

"The Confederate Governor Moore, of Louisiana, has issued a violent and determined proclamation, forbidding all intercourse of the inhabitants with New Orleans for any purpose, and declaring that the faith of the people in final success is no ways shaken.

"The Confederate general, Van Dorn, has issued a proclamation, declaring his intention to protect the banks along the river Mississippi to the last extremity.

"The Federal general, Pope, has issued a stirring address to the army in Virginia, declaring his intention to lead them speedily against the enemy.

"President Lincoln has transmitted a bill to Congress, compensating any State abolishing slavery.

"The Senate has passed a bill, admitting Western Virginia as a State, with a clause providing for gradual emancipation.

"It is reported that to facilitate enlistment volunteers will be received for one year's service.

"An additional tax of one cent. per lb. has been imposed on sugar.

"A lady in New Orleans, named Phillips, has been sent to Ship Island for laughing derisively upon her balcony during the passing of the funeral of a Federal officer. The British gunboats *Landrail* and *Rinaldo* are at New Orleans.

The Congress has postponed adjournment for one day. President Lincoln is expected to send a message to Congress referring to the Confiscation Bill. It is reported he will either veto the bill or return it with suggestions of modifications. The majority of the members for the Border States repudiate President Lincoln's emancipation scheme entirely, but the minority favour the plan. Their reply to the President will shortly be published.

"A mass meeting was held in Union-square yesterday. The meeting was not so numerously attended as that in April last year. Resolutions have been passed favouring persistent efforts to crush the rebellion, and declaring emphatically that foreign armed intervention would be resisted with all the strength of the country. The majority of speakers favoured the employment of negroes in the war.

"The Senate has passed the Militia Bill, with an amendment limiting the emancipation to the slaves of the rebels.

"The Confederate guerillas are becoming very active in the Border States, destroying property and burning the bridges. They had captured two small towns in Missouri."

Some additional items are contained in a telegram from the *Times* correspondent at Cork:—

"New York, *July* 16, 3 45.—The Senate passed the Confiscation Bill on Saturday by a majority of 27 against 13. It gives the Confederates 60 days to lay down their arms, and declares guilty of treason all who after that time shall not return to their allegiance. The penalty of treason is death, and confiscation of all property—that is, slaves, included. The slaves of rebels are to be set free. The President is to have the power of pardon, or to pass the minor sentence of five years' imprisonment and a fine of 10,000 dollars. It is believed that the President will veto the bill.

"The Confederates have taken Murfreesborough by a daring movement. The Government is alarmed for the safety of Nashville, and is concentrating troops in that city. The Confederates have also recaptured Bâton Rouge, on the Mississipi, the State capital of Lousiana, and threaten New Orleans.

"Volunteering for the new army of 300,000 men makes slow progress, and the question of a conscription continues to be discussed.

"It is asserted, on high authority, that Gen. M'Clellan is to be superseded by Gen. Halleck in command of the army of the Potomac."

Some further details of the news given elsewhere as briefly reported by telegraph, have also been received. The *Richmond Despatch* of the 7th inst., says:—

"The enemy's retreat was certainly managed with coolness and generalship. This meed of praise is due to him. We have been incredulous from the beginning about the capture of the entire Federal army, or indeed the main part of it. It would indeed be an extraordinary event if an army so large should be surrounded and captured by one inferior to it in numbers, especially when that army fought on a peninsula and commanded the waters on both sides of it. There was reason to expect, as a matter of course, that our army would take a part of the Federal force, provided it whipped that force. How many, depended upon circumstances."

Arrivals Reported.

Capt. J. Harpur	Staff Corps.
Capt. W. C. Parr	Staff Corps.
Lieut. G. C. Girardot	Infantry.
Lieut. C. M. Ducat	Staff Corps.
Lieut. C. H. Harrison	
Lieut. A. R. Seton	Engineers.
Ens. J. G. Gordon	Infantry.
Assist.-Surg. C. Joynt	Medical Estab.
Assist.-Surg. C. J. McDowall	,,
Dep. Insp.-Gen. Hosp. B. White	,,

Permitted to Return to Duty.

Col. J. M. Glasse	Artillery.
Capt. D. Thomson	Engineers.

Granted Extension of Leave.

Lieut. B. H. Mathew	Engs., 6 mo.

CASUALTIES IN H. M.'s INDIAN SERVICE.

Madras.—Col. T. P. Walsh, Retired List, in Switzerland.

Bombay.—Lieut-colonel W. Ballingall, Retired List, at London, July 18; Capt. P. Breton, Retired List, at Southampton, July 17; Capt. H. M. Douglas, Artillery, at Edinburgh, July 23; Mr. A. W. Ravenscroft, Civil Service, Retired, at Paris, July 20.

Cotton.—Continued dulness has been apparent in the market, and transactions have taken place at irregular prices, in most cases ½d. to 1d. per lb. lower prizes—viz., 1,400 bales Surat, ordinary Oomrawatty to good Broach. 11½d. to 14½d.; good fair Sawginned, 16d.; and 1,000 bales Madras, part good Tinnevelly (late last week), at 14¾d. For arrival, scarcely any sales have been effected.

LIVERPOOL, *July* 25.

Cotton.—Our market has been without animation this week, and generally easier for all kinds. Surats, under the influence of reported large shipments from Bombay, were much depressed and irregular, sales being made at 1d per lb. decline on Friday's rates; since Wednesday, however, when it was known that the shipments for the fortnight were very moderate, prices have hardened, and ½d. per lb. has been regained. We close at ⅛d. per lb. decline on American, and ½d on Brazil, Egyptian, and Surat. Speculators have taken 4,140 bales American, 100 Pernams, 23 Maranhams, 490 Egyptian, and 4,576 Surats. Exporters, 1,860 American, 150 Pernams, 290 Bahias, 100 Maranhams, 550 Egyptians, 160. Smyrnas, 9,310 Surats, and 490 Bengals; and the trade, 3,150 bales of all kinds. We have a quiet market to-day. Sales, 3,000 bales. The following are the official quotations: Fair Orleans, 19; middling, 18⅛; fair Mobile, 18½; middling, 18; fair Uplands, 18¼; middling, 17¾.

Arrivals.—Queen of the North, from Bombay, at Liverpool July 16.

Peter Maxwell, from Bombay, at Liverpool, July 18.

Tudor, from Bombay, at Liverpool, July 18.

Silver Eagle, from Bombay, at Gravesend, July 18.

Vittoria, from Bombay, at Deal, July 19.

Silesia, from Bombay, at Liverpool, July 19.

Feronia, from Bombay, at Liverpool, July 21.

Seafield, from Bombay, at Gravesend, July 25.

Crescent City, from Bombay, at Liverpool, July 26.

Departures.—Jalawar, for Bombay, July 17.

Clyde, for Bombay, July 17.

Talavera, for Bombay, July 18.

Helen Douglas, for Bombay, July 18.

Sextus, for Bombay, July 18.

Gosforth for Bombay, July 26.

Windsor Castle, for Bombay, July 23.

Vessels spoken with.

Minerva, Bombay for London, June 14th, 14.19 N., 7.11 W.

Rock City, Bombay for Liverpool, 2. S., 8 E.

Ramillies, Bombay for London, 28 S., 80 E.

Tuani, Bombay for London, July 7th, 34.44 N., 36 11 W.

LATEST ADVICES FROM INDIA, CHINA, &c.

Calcutta	June	16	Received via Marseilles.	Via Southampton.
Madras	,,	21		
Bombay	,,	28	July 23	Due
Aden	July	8		July 28
Hong Kong	May	27		
Shanghai	,,	18		Received
Singapore	June	4	July 14	July 19
Penang	,,	7		
Ceylon	,,	18		

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